

ATLANTIC FISHERMAN

SEPTEMBER
1950



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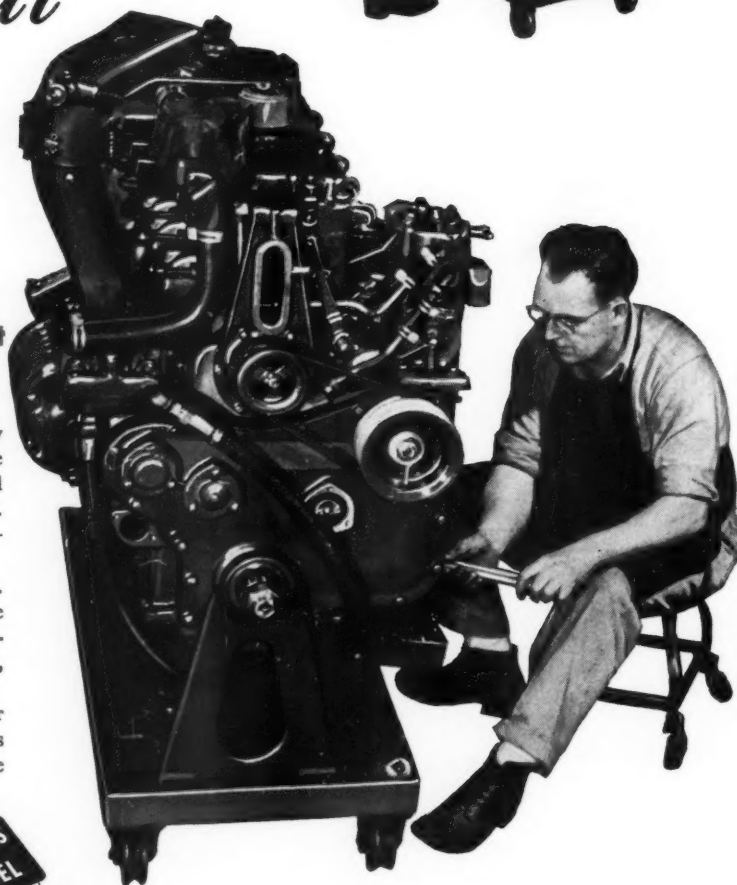
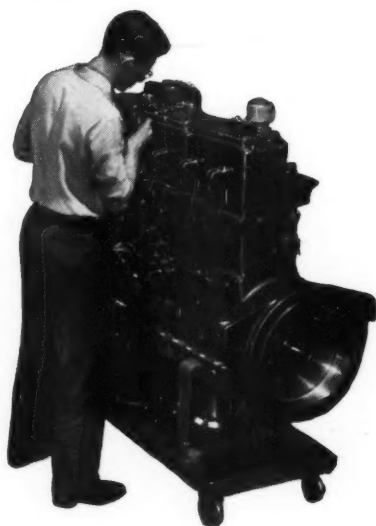
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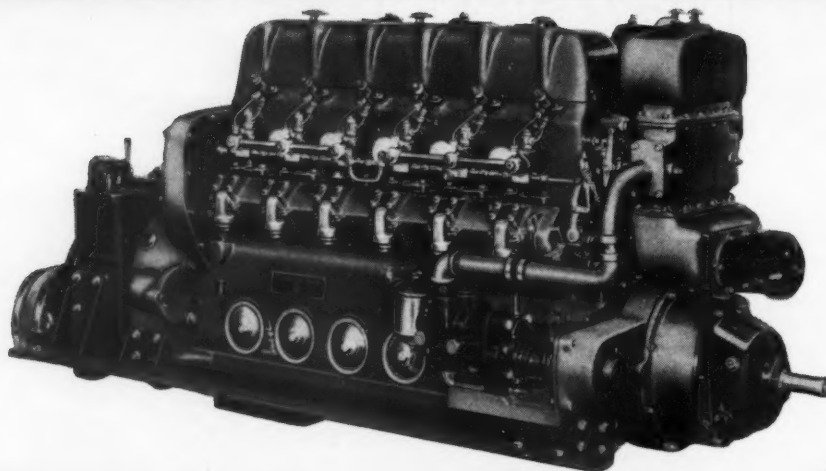
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Freezing of Round Fish Aboard Ship Would Increase Catches

The tempo of progress in the fisheries has been greatly accelerated in the last decade. Scientific aids to navigation have become increasingly valuable and popular, mechanical improvements in boat equipment and refinements in fishing gear have been made, and developments in processing, freezing and packaging have been noteworthy. Nevertheless, except for isolated cases, the handling of fish aboard ship has not changed. Fish still is stowed in ice, the same as it has been since the days of the salt banker.

For smaller fishing vessels, which fish the nearby banks, the present system of icing the catch is undoubtedly the most practical.

For vessels of 100 feet and over, the icing situation presents a problem that has become more acute under present conditions. Such vessels must carry large quantities of ice, anywhere from 20 to 40 tons, depending on their size or season of the year. Because of a less abundant supply of fish on some banks, these boats often make runs of 300 or 400 miles to and from the grounds. Longer trips mean more ice because of the melting factor.

In order to assure the landing of quality fish, the fishermen cannot stay on grounds for too long a time. If the boats have good sets and can fill their holds in a few days, they return to port with profitable trips. But if fish are not readily available in large quantities, the boats must return with holds only partially filled.

With today's high costs, fishing vessels cannot afford to come in with small trips. Regardless of the amount of fish caught, the expenses for operating the vessel and icing the hold, not to mention upkeep, are nearly the same for a given number of days.

A practical solution to this problem would be the freezing of round fish aboard the vessel as soon as caught. Tests have shown that fish handled in such a manner, and later thawed at the shore plant previous to processing, produce an excellent product.

The tuna industry of the Pacific coast operates in this way very successfully. Tuna clippers are equipped with freezing systems which allow them to be at sea for any length of time.

There is no reason why Atlantic coast vessels could not be similarly equipped. Such an arrangement would eliminate the ice problem and allow the vessels to stay on the grounds until they had a full hold. Unloading of the catch might require some new arrangements because of its frozen condition, but undoubtedly a simple system could be evolved.

Existing vessels could, with but minor alteration, be fitted with the necessary equipment for freezing round fish aboard.

The landing of frozen round fish would be a great boon to shore plants, because the fish would not require immediate processing. A portion of a trip could be placed in the plant's cold storage room, to be removed when processing facilities were available. This would enable fish plants to spread their work more evenly, and might well have a stabilizing effect on the fish price structure.

By bringing in full trips regularly, the production cost per pound of fish would be at a minimum. With lower unit costs, fishing boat owners would be assured of profitable operation, and at the same time the industry would be able to improve its competitive position with the other domestic foods as well as imported fish.

It is quite probable that the recent placing in service of a factory trawler in New England, and the use of factory shrimp vessels in the Gulf of Mexico, will have a pronounced effect on the handling of fish. Despite the large investment needed to equip a factory ship for processing, packing and freezing operations, such a vessel would seem to offer good opportunities for fishing distant banks.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers
On Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXI

SEPTEMBER 1950

NO. 8

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ONE DIESEL—and one alone—blazed a trail which has won world-wide recognition for the oil-burning engine as the most economical source of smooth, dependable, agile power for locomotives, trucks, buses, marine and other mobile uses.

It is the General Motors Diesel engine, one size of which now drives most of America's crack passenger and freight trains. Another powers many of the Navy's submarines and other vessels.

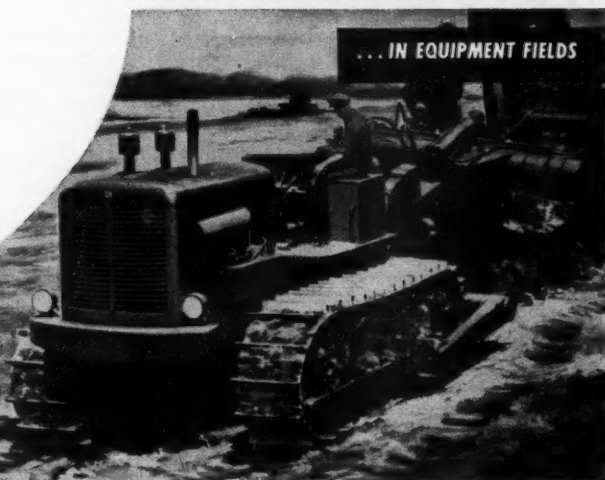
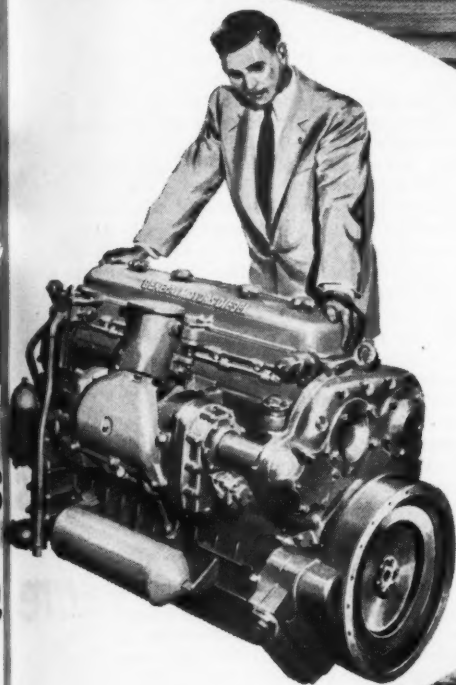
And a third—the GM Series 71 engine—is the most widely used of all, totaling 46,000,000 horsepower. *It has surmounted the exacting conditions of War and met the economic requirements of Peace.* It has brought the same efficiency to a wide range of jobs, including many where Diesel power was never usable before.

That is because the "71," like all GM Diesels, is a two-cycle engine. Two-cycle means it produces power with every piston downstroke—in contrast to most other Diesels that generate power only on every second downstroke.

Equally important, GM Diesels have a direct jet-injection system that feeds fuel to cylinders in exactly metered charges—insuring better combustion and eliminating troublesome high-pressure fuel lines.

These basic differences make GM Diesels far more compact and much lighter than other Diesels of equal horsepower—without sacrificing ruggedness. These engines accelerate faster, are unmatched for smoothness, start quickly and are clean-burning.

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Today, GM Series 71 Diesel engines are taking the place of gasoline engines on many types of power jobs — of steam engines on land and sea — even of other Diesels because twelve years' experience has proved they are so dependable, so efficient, so economical.

General Motors 2-cycle Series 71 engines provide Diesel power at its best — *Diesel brawn without the bulk.*

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- Smaller size, less weight per horsepower
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Sounding-Lead

F&WS APPROPRIATIONS The Omnibus Appropriation Bill, including monies which would be used for the operations of the Fish & Wildlife Service, was passed by the Senate on August 4. The House had previously passed the bill.

Two main fishery items were included in the Senate Bill which were not included in the House Bill: (1) \$150,000 for study of freezing fish at sea and \$75,000 for tuna explorations in the North-west Atlantic. However, \$175,000 for continuation of studies on freezing fish at sea and \$50,000 for studies on tuna in the North Atlantic finally were appropriated by the conferees on the bill.

The appropriation for studies of freezing fish at sea would be primarily for the purpose of working out the methods of freezing fish in the round at sea, with the idea of bringing them to shore to fillet later. F&WS would probably charter a vessel, manning it with a crew and scientists to make the technical studies.

The funds for tuna explorations in the North Atlantic would primarily relate to bluefin tuna, but also any other tuna that might be found in the North Atlantic. Studies would be made to ascertain when the tuna are available, in what quantities, where, and how they can best be taken. F&WS would presumably charter a vessel with purse seine equipment aboard.

Regarding other fishery items of major interest to the industry, the appropriations set-up is as follows: For Statistics, both the Senate and House have recommended \$142,710. Last year's figure was \$102,710. The additional \$40,000 would allow F&WS to resume the collection of fishery statistics in the Gulf, Great Lakes, and Mississippi River area.

Both bodies have recommended \$167,500 for Market News Service, with last year's figure being \$152,500. The additional \$15,000 would allow F&WS to reopen the Astoria, Oregon office, and increase coverage at Chicago and New Orleans.

For Economic and Cooperative Marketing, the recommended figure of both the House and Senate is \$41,870. The figure for last year was \$21,270, with the additional amount of \$20,600 to be used for making economic studies relative to imports, price relationships, etc.

The Education and Market Development Section does not receive its funds from the Fish & Wildlife Service appropriations, but rather operates on funds transferred from the Department of Agriculture. The amount of \$175,000 already has been transferred to F&WS for this purpose for the coming year.

A grant of \$2,000 to the Fish & Wildlife Service for research studies on the freezing preservation of crabmeat has been approved by the Executive Committee of the Refrigeration Research Foundation.

DUTY FOR SHRIMP Congressman Lyle of Corpus Christi, Texas, has introduced H. R. 9521 in the House, a proposed amendment to the Tariff Act of 1930 providing that an ad valorem duty be placed on "shrimps, shrimp tails, shrimp meat," commencing January 1, 1951. With the Mexican Trade Agreement expiring at the end of the year, it is possible for Congress to impose a duty.

Section 721(a) which Congressman Lyle would amend to include shrimp, carries a 15 per cent ad valorem duty on crabmeat. At present prices, such a duty on shrimp would be quite a factor.

Imports of shrimp from Mexico for June of this year totaled 1,577,500 lbs., compared to 803,600 lbs. for June of last year. The figures for the first six months of 1950 were 18,108,100 lbs., against 13,480,500 lbs. for the first six months of 1949.

FISH TARIFFS A communication signed by 33 members of the House of Representatives was delivered to President Truman early in September, urging that every effort be made to delete fishery items from consideration at the forthcoming tariff conference to be held in Torquay, England.

Senator Magnuson, assisted by Senators Saltonstall of Massachusetts and Brewster of Maine, later secured Senatorial signatures for a similar communication directed to the President.

Imports of cod, haddock, hake, pollock, cusk and red-fish fillets during the first seven months of 1950 amounted to 40,580,100 lbs., 36 per cent more than the poundage received during the same period in 1949.

Imports of groundfish fillets this year were 8.6 million lbs. greater than the quantity received during the corresponding period in 1948, which was the record year for fillet imports.

F&WS FREEZING SPECIALIST J. M. Lemon has been appointed to a new position as Refrigeration Specialist in the Branch of Commercial Fisheries, Fish & Wildlife Service. He will be stationed at the Service's College Park, Md. laboratory.

Mr. Lemon has been chief of the Technological Section in the Branch of Commercial Fisheries since 1943. He has had wide experience in refrigeration and freezing of fish since becoming connected with the former Bureau of Fisheries in 1928, and has served in the Gloucester, Mass. and College Park laboratories of the Fish & Wildlife Service.

In his new position, Lemon will develop freezing processes that will meet the specialized needs of commercial fishermen. Initial work will include studies of methods of freezing fish at sea and the preparation of a new manual on freezing processes.

H. E. Crowther, chief of the Exploratory Fishing and Gear Development Section, will succeed Mr. Lemon. Mr. Crowther has had a broad education in fishery technology and research. Besides holding an industrial fellowship at the College Park laboratory at the University of Maryland, where he obtained his Master of Science degree, he has done fishery research for private fishing interests. He joined the Fish & Wildlife Service in 1949 as chief of the Exploratory Fishing Section.

BILLS SIGNED President Truman on August 26 signed a bill authorizing the Secretary of Interior to conduct a study of fish resources along the Atlantic coast.

The new legislation would develop data for use by States in the protection and utilization of fish "consistent with maintenance of an adequate brood reserve."

Congressman Nicholson's H.R. 9134, designed to preclude foreign fishing vessels from landing their catches in U. S. ports, was signed by the President on Sept. 2.

ATLANTIC COMMISSION BILL The Atlantic States Marine Fisheries Commission, now a consultative body, may become a regulatory agency under a bill which was sent to President Truman for signature.

Provisions of the measure would permit two or more of the States having membership on the Commission to designate the Commission as a regulatory body with powers to control certain fisheries and fishing operations.

The bill is reported to offer some hope of settling certain of the disagreements between Virginia and Maryland on fishing regulations.

The measure also eliminates a provision of the 1942 act which would limit the life of the Commission to 15 years.

VENEZUELAN MARKET Robert Smith, loaned by the Fish & Wildlife Service to the Office of Foreign Agricultural Relations, has reported on market prospects in Venezuela for U.S. fishery products. Highlights of the report issued by OFAR are: (1) Venezuela holds a unique position with respect to its finances
(Continued on page 49)

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first to offer major improvements in rope dispensing!

... pre-measured rope that's factory marked in red at accurate ten-foot intervals. Plus a new permanent handy self-dispensing carton... made of heavy corrugated board and easily identified. Two mighty convenient features which make this famous top-quality New Bedford rope a real plus value!

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Nordberg Manufacturing Company
Milwaukee 7, Wisconsin
December 22, 1949

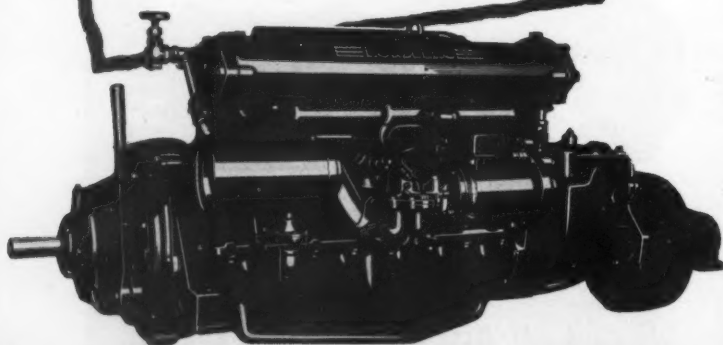
Gentlemen:
As pilot of our Nordberg powered "Manuel R", I am pleased to say that the Nordberg engine definitely shows us more power than we have had in any of our other make engines of comparable, or even larger size. Our 40 ft. boat is under complete control with the Nordberg engine, even at lower speeds. The "Sta-Nu-Tral" clutch is one more feature which adds more pleasure to our job, in that it does not require cutting the engine in order to insure against entanglement of nets.
Our new Nordberg has given us a new confidence in every respect. Its rugged simplicity reveals a dependable power plant, capable of doing a bigger job with greater ease.

Very truly yours,

Raymond J. Rebera
Raymond Rebera



The MANUEL R is the 28th all welded steel boat designed and built by Paasch Marine Service of Erie, Pa. Mr. Harold Paasch says "...I was amazed at the power output of the Model 340 (135 H.P.) Nordberg. Believe it to be comparable to any of the 150 H.P. engines we have installed in similar hulls."



THESE comments made by a leading boat builder and an experienced fisherman add emphasis to the fact that Nordberg Gasoline Marine Engines are particularly well suited for heavy-duty work boat propulsion. The MANUEL R, an all welded steel Trapnetter, measures 40 ft. in length, with 13 ft. 6 in. beam. Her 135 H.P. Nordberg swings a 28" x 30" wheel through a 3.32:1 reduction gear, giving an indicated builder's trial speed of 13.4 m.p.h. at only 2650 r.p.m. This engine was furnished through the Duval Engine Company—the Nordberg Cleveland Distributor.

Follow the example of fishermen and work boat operators from coast to coast... switch to heavy-duty Nordberg Gasoline Marine Engine power for new hulls or for repowering your present boat. For full details, send for Bulletin 143-B.

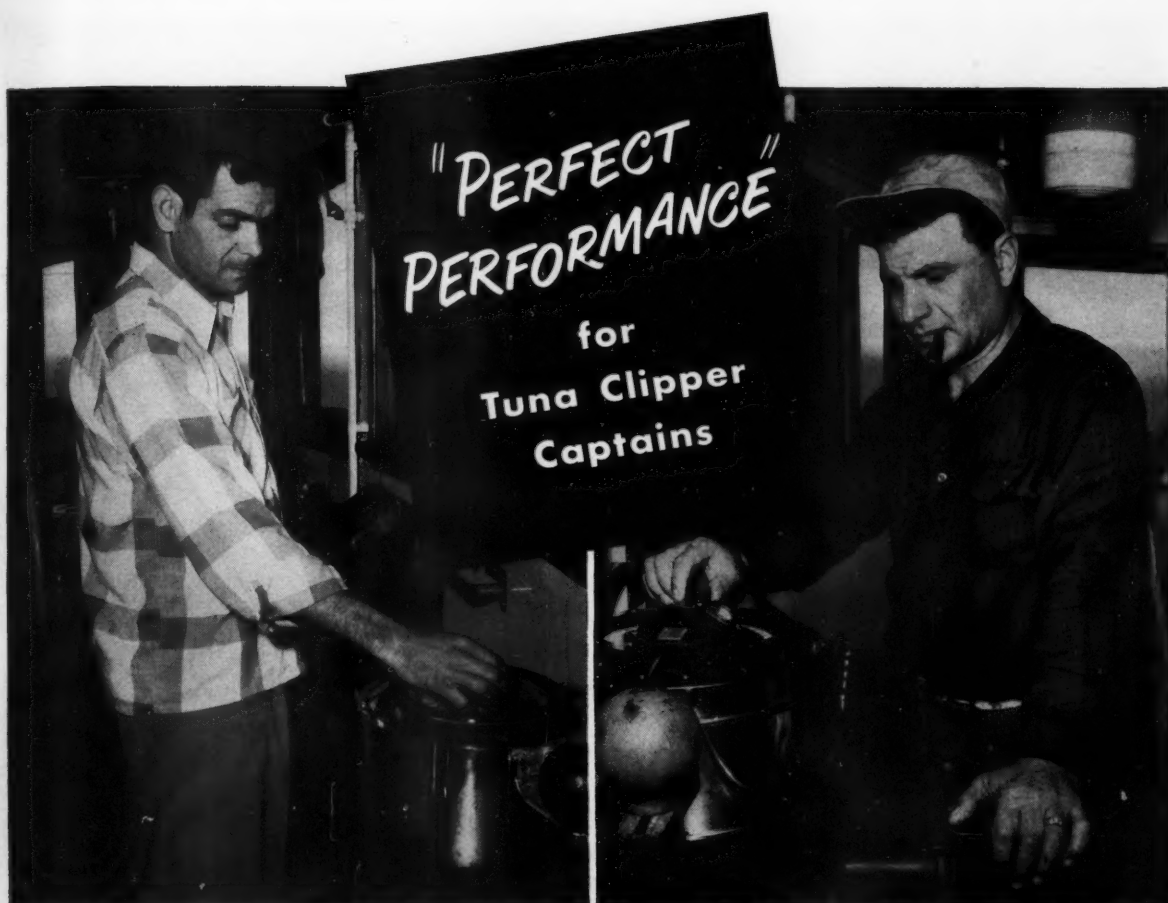
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Captain Mike Cuscito of the M.V. SEAFARER

Captain Sal Alioto of the M.V. COMMANDER

...from Sperry Magnetic Compass Pilot



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■ "I can recommend this Magnetic Compass Pilot without reservation. I would also like to add that on a previous voyage we rode out a

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■ **AUTOMATIC STEERING** gets a rigorous "work-out" on these ships, owned and operated by Al Davis, since their fishing operations range as far south as Peru. They stay out a minimum of 60 days for the bigger haul. And they encounter weather and seas that tax the resourcefulness of the skilled navigator.

■ But regardless of conditions... the Magnetic Compass Pilot follows the set course automatically... saves time to, from and on the fishing grounds. It frees more men for fishing. And with the remote controller—permitting steering from any part of the boat—the Captain can supervise the fishing operation.

■ Every Pilot is backed by Sperry's dependable service. Our nearest district office will be glad to give you additional information.

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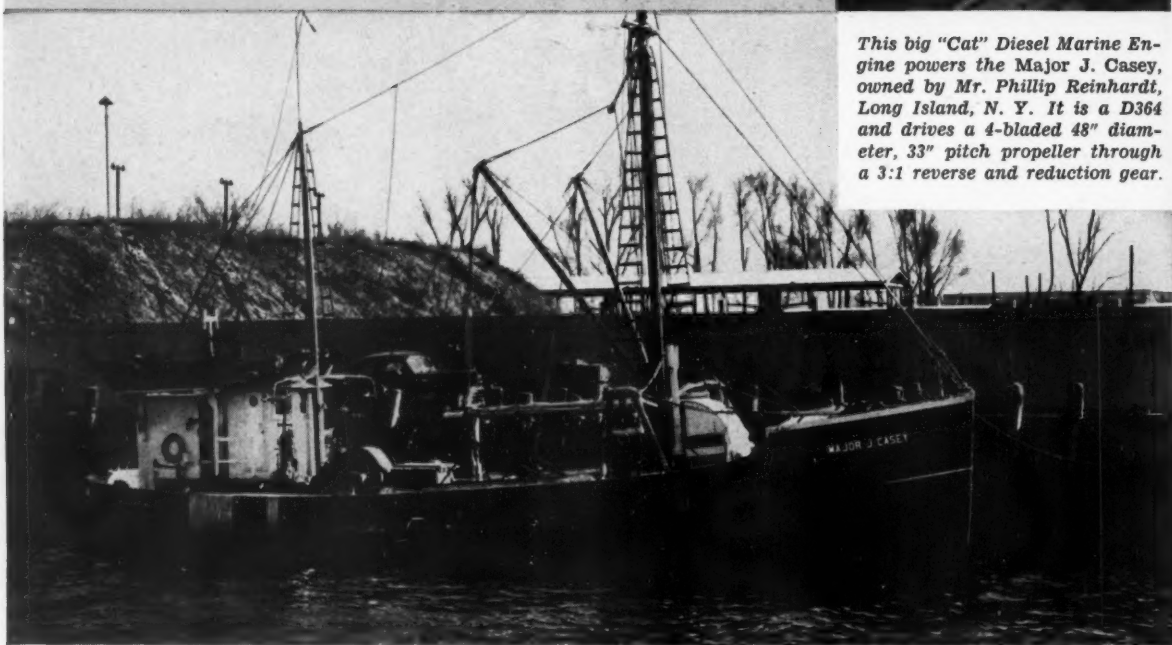
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A new heart

FOR THE "MAJOR J. CASEY"



This big "Cat" Diesel Marine Engine powers the Major J. Casey, owned by Mr. Phillip Reinhardt, Long Island, N. Y. It is a D364 and drives a 4-bladed 48" diameter, 33" pitch propeller through a 3:1 reverse and reduction gear.



THERE wasn't any difference of opinion when it came time to repower the *Major J. Casey*. Both owner Phillip Reinhardt and Captain Pete Austenberg were in perfect accord. They chose a "Cat" Diesel D364 Marine Engine to give new life to this trim scallop dragger, fishing from Cape Henry to Nantucket in the winter, going after scallops in the summer and fall. The D364 drives a 4-bladed 48" diameter, 33" pitch propeller through a 3:1 reverse and reduction gear.

Engineered for rugged duty, "Cat" Diesels deliver their full horsepower at the propeller. They're compact, easy to operate. They run reliably at full or reduced speeds. They save you money by burning low-cost, non-premium fuels without fouling. And you don't have to pamper them—they do their job day in and day out, leaving you free to fish.

Your "Caterpillar" dealer, available 24 hours a day, is known for his competent, dock-side service and his know-how. He has a marine line to fit a wide range of needs—Propulsion Engines up to 400 horsepower, Electric Sets up to 314 kw. and Power Units up to 500 horsepower. Ask him to show you how "Cat" Marine power can deliver profitably for you.

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*Judge it by
the jobs it handles*



Tiger Brand pulls in the heaviest catches

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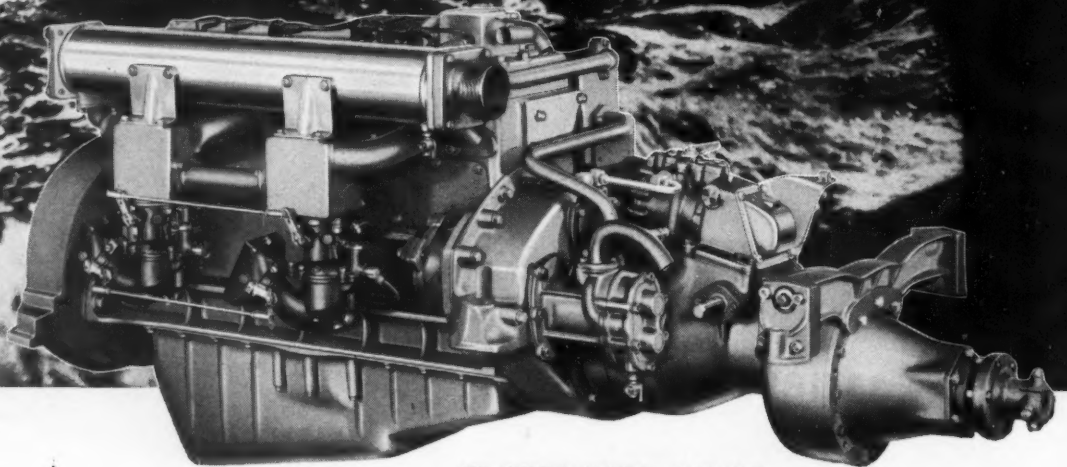
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A New Approach to Fishing Boat Design

By R. R. Steele, Jr.*

THE layman is stubborn in his romantic belief that ships should be designed by divine revelation. Close scrutiny of the record indicates that this has not been done successfully since Noah's time. Yet the laymen, and even the men who use ships, still proclaim that ship design is an art, not a science.

It is neither one or the other. It is both. The art is in knowing when and where and how to benefit from science. And as long as ships operate in two fluids rather than one (as airplanes do) their design will not be reducible to mathematical equation. But the naval architect who does not use science as the springboard to his art is like the composer who refuses to study harmony or counterpoint, or the writer without a vocabulary.

Contrariwise, the naval architect who concerns himself with smooth water performance while sacrificing "seakindliness" (a better term than seaworthiness; a vessel can be seaworthy and still pitch and buck so that only a cowboy can stay aboard her) is ignoring the "art" components in design. Yet we don't want to make the assumption that these components are not to be better understood by use of applied science. For instance, work is now being done toward enabling us to test models for pitching, heaving, and rolling (all at once).

Resistance Factors

In order to better enable you to understand what this new approach demands of the fisherman designer, let's imagine a little experiment. We have a bath tub full of water. At one end of the bath tub we have rigged a pulley. We are going to tow floating objects from the end opposite the pulley, with a string that has a weight on it. Now let's take a large thin-shelled copper sphere weighing ten pounds, and cut it in half. Then we'll bend one half into the general shape of a dory. The other half we'll leave alone. That gives us two vessels, one a dory and one half a sphere, each weighing five pounds, which we'll proceed to test by seeing how fast a one-pound weight on the string will pull each across the water in the tub. The dory will cross the tub faster than the half sphere. We'll all agree to that. But what you may not want to agree to is that if we try the same thing with a one-ounce weight on the end of the string, the half-sphere will beat the dory.

The reasoning behind this is as follows. The resistance that objects must overcome to move through water may be divided into three major classifications. One is called frictional resistance. It is proportional to the wet area of the object, that is the area below the water line. It can be thought of as due to the scraping of the molecules of water along the surface of the vessel. The second we call wave-making resistance. It is the energy a boat expends in making waves. The third is eddy-making resistance. It is proportional to the amount of water that is dragged along behind the parts of the vessel that are not sufficiently streamlined, such as square-edged rudders or stern posts.

A spherical shell weighing five pounds will float with less area of the bottom wet than will a five pound dory. Therefore at very low speeds, speeds at which neither dory nor spherical shell will produce waves, practically all the resistance is frictional, and therefore the dory will suffer the greatest drag. But at higher speeds, speeds where waves build up, the spherical shell will suffer the greatest drag because it makes bigger waves.

From this analogy we can see that our larger draggers and trawlers, with their full ends, are well designed for slow trawling speeds. That is, they would be well designed if they were towed at trawling speeds. But they are not towed, they are propelled! And this brings us to the most obvious area for a first application of the new approach. We have learned that in order to get real efficiency out of a propeller, we must not consider it as something we hang on a hull after it is built.

* Naval Architect and Marine Engineer of Rockport, Mass.

In the evolution of the fisherman from sailing to Diesel vessel this practice was a natural one. But now, we must start with the propeller and work the design around it in order to be sure of its getting good solid water to work in. The average large fisherman's propeller is producing more "tempest in teapot" than forward thrust. Their reasons are as follows:

(1) Most of the water going to a propeller passes under the hull, not around it. The sharp upward turn of the sterns of our large fisherman asks the water to take too sharp a curve. Instead of staying a heavy liquid mass it becomes turbulent before it gets to the propeller.

(2) The square sided stern posts of our wooden vessels create too much eddy drag. In other words, they pull too much dead water behind them. This is an inherent limitation of the propeller-driven wood hull vessel. It was not a limitation in sailing vessel days.

(3) The propellers must operate too close to this stern post because it is impossible to bolt a stern tube of sufficient overhang to permit backing off the propeller the desirable distance. Steel construction permits this, but steel vessel designers have done little in this direction, apparently because they have not realized its importance.

The combination of these circumstances often makes for a pulsating-pressure field between the hull and the blades of the propeller. In many instances this pulsation is the source of vibration which is mistakenly blamed on the engine manufacturer.

There are many other invitations to vibration on the average large fishing vessel, because design has not kept abreast of the latest vibration research. Vibration is responsible for a surprising proportion of the wear and fatigue that fattens maintenance bills and causes serious failures at sea. I speak not only of vibration that rattles the dishes in the galley, but vibration of smaller amplitudes that goes unnoticed.

In my snooping around the waterfront, I have found that most of our skippers do not know at what drafts they are operating their vessels, because they do not think draft is important. Many of our wooden draggers draw over eighteen inches more than they were designed to.

(Continued on page 44)



The 40' x 11'6" x 4'6" dragger and swordfish boat "Gussie B", owned by Capt. K. Beier, New York City. Built by Gerber's Boat Works, City Island, N. Y. C., she is powered by a 165 hp. General Motors Diesel.

Oyster Industry Holds Annual Convention

Approves Expanded Publicity Campaign and Discusses Use of Foreign Oyster Strains

THE raising of \$25,000 for an expanded oyster publicity campaign and action relative to controlling the introduction of foreign oyster species highlighted the activities of the annual oyster convention at Atlantic City, N. J., August 21-24. Sponsored jointly by the Oyster Growers and Dealers Association of North America, National Shellfisheries Association and Oyster Institute of North America, the affair was held at the Chalfonte-Haddon Hall Hotel, with over 250 representatives of the industry and State and Federal agencies in attendance.

James S. Darling of J. S. Darling & Son, Hampton, Va., was re-elected for another term as president of the Oyster Growers group. J. Richards Nelson, F. Mansfield & Sons Co., New Haven, Conn. and Paul O. Mercer, Bluepoints Co., Inc., West Sayville, N. Y., were re-elected as vice-presidents. A third office of vice-presidency was created and filled by Royal Toner, Lester & Toner, Inc., New York, N. Y., who has headed the publicity activities of the Institute for the past year.

Walter J. Lehman of Allen Kirkpatrick & Co., Inc., Rehoboth, Del., replaces Mr. Toner on the board of directors. All other directors, including Joseph M. Jurisich of Popich & Jurisich, New Orleans; and William P. Ballard, Ballard Fish & Oyster Co., Norfolk, who were added during the past year, were re-elected.

Officers re-elected by the National Shellfisheries Association were: President, J. Nelson Gowanloch, Louisiana Department of Wild Life & Fisheries; Vice-President, James B. Engle, Fish & Wildlife Service, Annapolis, Md.; Secretary, A. F. Chestnut, Institute of Marine Fisheries, Morehead City, N. C.; Treasurer, David H. Wallace, Maryland Department of Tidewater Fisheries, Annapolis.

Mr. Toner outlined the activities of his committee during the past year and stressed the benefits accruing to the industry as a result of the Institute's well-organized publicity program.

A. E. Kessler, public relations counsel for the Oyster Institute, gave the convention guests a behind-the-scenes account of the publicity work, and explained the progress that had been made during the past year in bringing information on oysters before the public.



Culling oysters for half-shell stock aboard a Greenport, N. Y. dredger.



James S. Darling of Hampton, Va., left, re-elected president of the Oyster Growers and Dealers Association; and Royal Toner of New York, newly elected vice-president.



Kessler said he believed that the Institute had successfully gone over the initial hurdles of organizing a publicity program, and that the public relations committee has become recognized as an official source of information regarding the oyster industry. It was pointed out that representatives of the press and radio are now coming to the Oyster Information Bureau for material on oysters.

It is estimated that during the past year the industry obtained publicity, which if purchased as paid advertising, would have been worth a million dollars, despite the fact that the program was operated on a budget of less than \$7,000.

An extensive display of clippings publicizing oysters that have appeared during the past year, gave strong evidence of the work which is being done by the publicity group. President Darling stated that this year's convention would be historic in marking a milestone in the industry's publicity work.

The following are members of the Institute's Public Relations Committee: Frank M. Miles, Norfolk, Va.; William M. McClain, Philadelphia, Pa.; J. S. Darling, Hampton, Va.; Otto J. Alletag, Warren, R. I.; and Norman Jeffries, Sr., Port Norris, N. J.

The Finance Committee which was formed to raise funds for the publicity work is headed by William P. Ballard of Norfolk who is assisted by William B. Stowman, Port Norris, N. J.; William R. Woodfield, Galesville, Md.; J. Richards Nelson, New Haven, Conn.; in addition to Mr. Toner and Mr. Darling.

While previous conventions usually have been held during the month of June, it was decided to hold this year's event during the latter part of August in order that it would tie in with the September opening of the oyster season.

In welcoming oystermen to the convention, Dr. Alden T. Cottrell, Director, Division of Administration, New Jersey Department of Conservation and Economic Development, stated:

"With a critical International situation and with no one able to prophesy with certainty what may happen, it appears to be sound preparedness, almost a patriotic duty, to make every effort to stimulate the shellfish crop and to promote its use as widely as possible. This means the continuance of research to increase production, the more adequate control of the natural enemies and it means the future development of areas of oyster production both in New Jersey and in other oyster producing states."

Mrs. Glenna McGinnis, Food Editor of *Woman's Day Magazine*, delivered an address on "A Woman Looks at Oysters Today". She stressed the need of modern packaging and supplying information to the housewife on how to prepare oysters so that she will regard them as a regular food item rather than something extra to serve when trying to make an impression on guests.

Mrs. McGinnis pointed out that the industry must give the housewife simple recipes that do not require the use of many condiments, most of which she would not have on her pantry shelf.

Introduction of Foreign Species

On the basis of the report of the Committee on Introduction of Non-Indigenous Oysters, the convention adopted the resolution contained in the committee report providing for a study of the matter of importing foreign strains.

It was resolved that a committee be formed of members appointed by the Presidents of the National Shellfisheries Association and the Oyster Growers and Dealers Association to make a detailed study of the benefits and also the harmful effects that may attend the introduction of foreign species, with a view to obtaining uniform laws in all the coastal States, to permit experimenting only under the most rigidly controlled conditions, by shellfish scientists working under the closest possible safe-guards.

The committee report was presented by chairman Dr. Paul S. Galtsoff, fishery research biologist of the U. S. Fish & Wildlife Service. Other Committee members include David H. Wallace, chairman of the Maryland Department of Tidewater Fisheries, and James N. McConnell, director of the Division of Oysters & Water Bottoms, Louisiana Dept. of Wild Life & Fisheries.

In analyzing the subject of non-indigenous oysters, Dr. Galtsoff said, "Introduction of any foreign plant or animal presents a serious problem which requires careful study and consideration before final, and frequently irrevocable, action is taken."

"It is true that many useful plants and animals introduced from foreign countries have materially contributed to the progress of American agriculture. Yet it is equally true that many undesirable pests were unwittingly brought in to our continent, or were introduced with the valuable plants and animals as their parasites or commensals. Suffice it to mention the water hyacinth, the spread of which, in the rivers and ponds of the Southern States, interferes with navigation and fishing, and the European carp which proved troublesome and undesirable in the American habitat, while in Europe the fish is highly esteemed for its meat, and is extensively propagated in ponds. The combat of any pest presents great difficulties, for control operations are, as a rule, expensive and frequently ineffective."

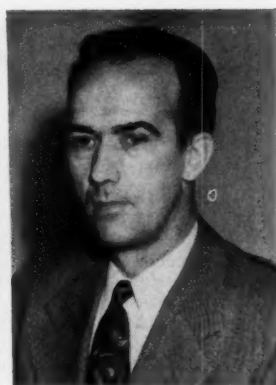
"The difficulties arising from the introduction of a non-indigenous species are many. The introduced organism may compete with the native forms, and in a course of years, may replace them. An example of such a case is the introduction of the Portuguese oyster, to the Atlantic coast of southern France where it gradually replaced the native, and more desirable oyster."

"Various pests and destructive enemies of native fauna and flora may be introduced with the foreign species. The spread of slipper shell, on the West Coast of this country and in Europe, the introduction of the oyster drill in England and Europe, and the spread of the Japanese conch in the State of Washington are well-known examples of this situation."

"A species which, in its native country is harmless, may become highly destructive in a new environment where its propagation is not checked by natural enemies."

"It is unavoidable that if large scale importation and planting of non-indigenous oysters be continued for years some of the pests commonly associated with the oyster habitat will establish themselves in a new environment. This calculated risk is justifiable only if there is a good reason to expect considerable advantages from the cultivation of a foreign shellfish."

"Useful results of an acclimation of a non-indigenous species may be expected provided the introduced



J. Richards Nelson of New Haven, Conn., left, re-elected vice-president of the Oyster Growers and Dealers Association; and Arthur M. Sandberg, Educational and Market Development Section, Fish & Wildlife Service, one of the Convention speakers.

form has certain desirable characteristics wanting in the native species, and if the introduction of a foreign species does not materially change the established ecological equilibrium. Furthermore, one must be certain that no new pests or disease-bearing organisms are brought in with the imported stock. The latter condition is probably the most difficult one to fulfill.

"Realizing the potential danger resulting from a haphazard importation of foreign oysters, several States of the Atlantic and Gulf coasts have enacted laws prohibiting or restricting the planting of non-indigenous mollusks in State waters."

"Laws prohibiting the introduction of foreign species of oysters or other shellfish have been enacted by the States of Connecticut, New York, Maryland, and Virginia."

"The laws of New Jersey, North Carolina, and South Carolina stipulate that it is unlawful to plant foreign oysters or Japanese seed without first procuring permission from the State Government."

"Alabama, Florida, Louisiana, and Texas have no specific laws prohibiting the importation and planting of foreign species of shellfish, but the State agencies dealing with the control of fisheries have sufficient authority to regulate the planting of shellfish and have legal power to prohibit the planting of oysters from other areas whenever, in the opinion of a State official in charge of fisheries, such importation might be harmful."

"The States of Maine, New Hampshire, Massachusetts, (Continued on page 29)



Dredging oysters aboard the "G. H. Church" which operates from Warren, Rhode Island. She is owned by Warren Oyster Co., skippered by Capt. John M. Tavares and powered by a 75 hp. Wolverine Diesel.

Court Decisions Concerning the Fisheries

By Leo T. Parker, Attorney at Law

DURING a recent tour through several Western States the writer talked personally with numerous owners, masters, operators and employees on fishing boats. Hence this article is partly based on the outstanding legal questions presented by these persons.

Here is question No. 1: "If a contract signed by the owner of a fishing boat and its master or captain is incomplete and the contract does not state when the master's services shall be terminated, can the boat owner use his own judgment and discharge the master when he pleases, or otherwise control the master?"

According to a recent higher court decision where an employment contract is ambiguous or incomplete the master, captain or other employee may invoke "custom" to substitute for the inconsistencies. In other words, a party to a contract is bound by a custom not inconsistent with terms of contract even though he is ignorant of the custom.

For example, in *Pastorino v. Greene Bros.*, 204 Pac. (2d) 368, one Pastorino sued the Greene Brothers for \$7,250 damages for the breach of an employment contract. He was employed for one year as master of a fishing vessel owned by Greene Brothers. The employment contract merely stated that "for acting as Captain" he would receive 5% "of the boat share", and in addition "a regular crew member's one (1) share, as per the common method of dividing the fishing vessel's shares". Those were its only provisions. In other words, nothing in the contract stated how long a period Pastorino was to have complete control of the vessel.

The testimony showed these facts: The vessel's first trip was to fish for tuna off the Oregon Coast. The day after the vessel returned she sailed from San Francisco to fish for tuna out of San Pedro. While so engaged Pastorino made arrangements to haul clams from the coast of Lower California to a cannery at San Pedro which, according to Pastorino's judgment, was the only profitable activity for the boat as she was then equipped. Soon afterward the vessel returned to San Francisco for a copper painting job, also for a checkup by her builders.

During this period Greene Brothers brought up the question of dragnet fishing out of San Francisco and told Pastorino that they disapproved of any further hauling of clams. The vessel was equipped only for tuna fishing; new and different gear would be required for dragnet fishing and Greene Brothers had taken no steps toward procuring it.

Then Pastorino sailed from San Francisco for San Pedro to keep an engagement he had made for the hauling of clams. The first Greene Brothers knew of his departure was a radio message which he sent after getting out to sea. Greene Brothers immediately radioed him to return, which he refused to do, and they subsequently had the Coast Guard send out a cutter which ordered the *Green Dolphin* into Santa Barbara. Greene went there at once and ordered Pastorino to take the vessel back to San Francisco, which he also refused to do. Greene then discharged Pastorino and took possession of the vessel.

Pastorino argued that he was entitled to recover damages for wrongful discharge because although the employment contract did not specify how long he could have control of the vessel, it was a "custom" that the master had complete control of his own ship for the term of the contract. The higher court held:

"The legal rule seems to be uniform that a party to a contract may be bound by a custom not inconsistent with the terms of the contract, even though he is ignorant of the custom. . . . The lower court erred in rejecting the proffered evidence of custom. The contract is, of course, 'the basis of this whole affair' but it is absolutely silent respecting control, and upon that question this case must turn. If appellant (Pastorino) had the right as master to

take the vessel south the respondents (Greene Brothers) breached the contract; if not, then he did. . . . Clearly, the existence of a contractual right may be shown by usages and customs."

Hence, this court decided that it is common custom that the master of a ship has complete control of his own ship for the term of the contract. He can take the vessel out and he can decide when and where the vessel should operate and the owners of the vessel have no authority to determine when and where the vessel is to be taken over the captain's decision under such circumstances.

Illegal Combine

Another legal question frequently presented the writer involved the rights of sellers to maintain or fix prices at which fish shall be generally sold. According to a recent higher court judgment, a combine or conspiracy to fix prices on fish is a violation of the anti-trust laws.

For example, in *Local 36 of International Fishermen & Allied Workers of America v. United States*, 177 Fed. (2d) 320, it was shown that the Government filed an indictment under the Sherman Anti-Trust Act against the Local 36 of International Fishermen & Allied Workers of America. The members of the association are fishermen who own, lease or operate a particular boat for the purpose of engaging on their own account in the business of catching fresh fish and crustaceans in the fishing area.

The Government proved that these members conspired among themselves "to fix, establish, and maintain artificial and non-competitive prices for the sale to dealers of fresh fish and crustaceans," and to prevent dealers who do not agree to pay these prices from obtaining any fresh fish or crustaceans.

The lower court convicted the members of the association of violating the anti-trust laws. The higher court approved the verdict, and said:

"A large proportion of the members of the association owned and operated their own boats and gear. . . . The price-fixing combination was here directed toward a complete destruction of competition in prices in this area. . . . The evidence showed that the allegations of the indictment were fully proved as to scope of the conspiracy. The proof tended to show a concert by the appellants to compel by force uniform action by dealers and fishermen to establish a stabilized, arbitrary price for fresh fish in the area."

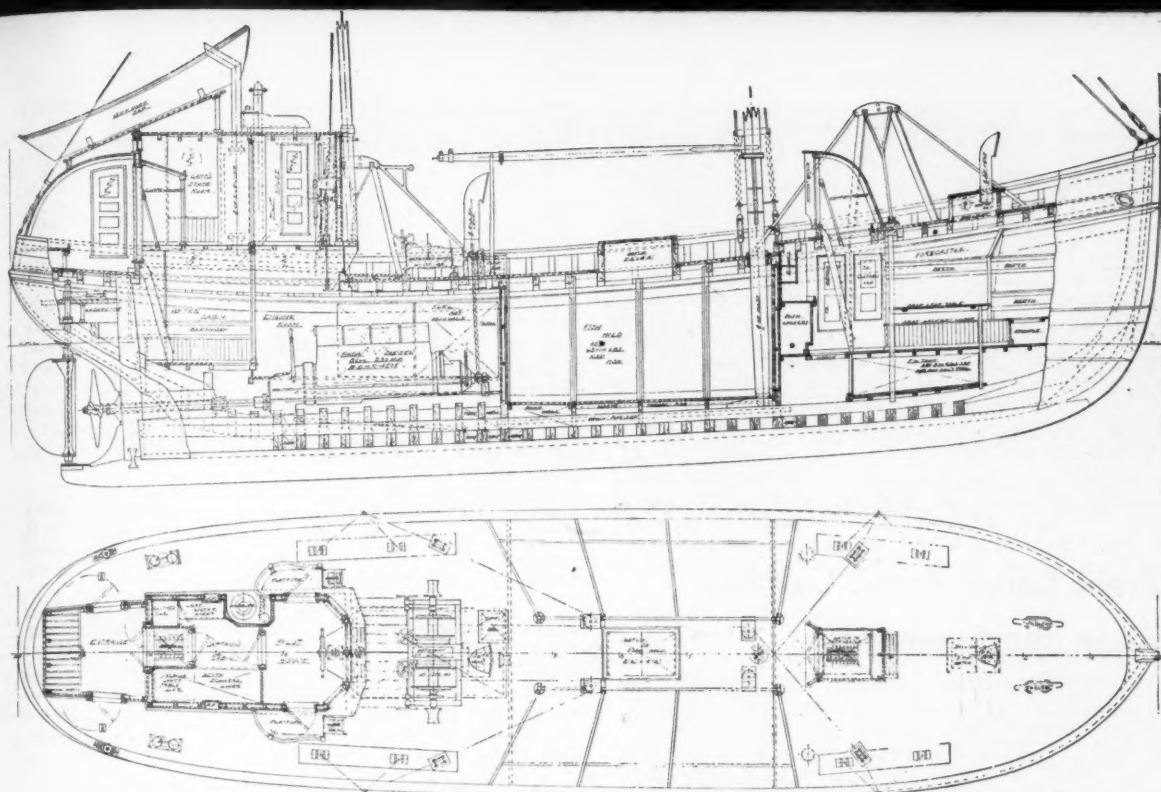
No Search Warrant

Recently a reader asked this question: "Can a State Fish and Game Warden enter privately-owned premises and search the property without a search warrant?" According to a recent higher court decision the answer is "yes".

For example, in *State v. Engels*, 64 Atl. (2d) 897, the testimony showed facts, as follows: One Engels is a New Jersey State Fish and Game Warden. He started to search a motor truck parked on the owner's private driveway. In an ensuing argument Engels shot the truck owner who was resisting the search and was attempting to strike Engels with a club.

In subsequent litigation the higher court refused to convict Engels, although the truck owner alleged that he had a right to eject Engels off his property because Engels had no search warrant. The court said:

"A game warden who has reason to believe that evidence of a violation of the Fish and Game Law may be found in an automobile which he meets on the highway, may search the car without a search warrant. If it be necessary to do so, in order to make the search, he has a right to follow the vehicle on to a private driveway. Under such circumstances, he is not obliged to leave the premises upon demand, and the owner has no right to eject him until he has had a reasonable opportunity to make the search."



Inboard profile and deck arrangement plans of 68 ft. "Nancy Jane" designed by Albert E. Condon.

68 Ft. Scalloper "Nancy Jane" Joins New Bedford Fleet

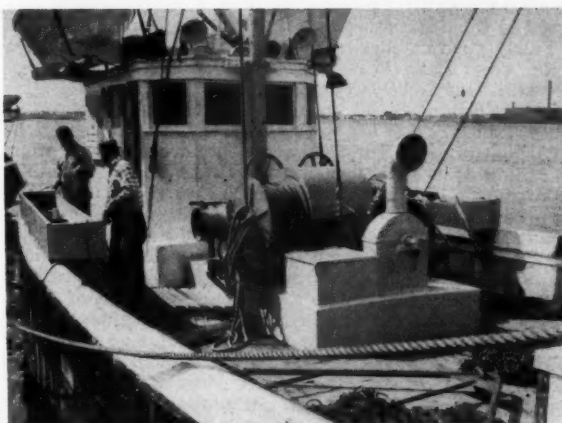
A new scallop dragger, scheduled to start fishing out of New Bedford, Mass. the middle of September, is the *Nancy Jane*. Designed by Albert E. Condon, Thomaston, Me., and built by Bristol Yacht Building Co., South Bristol, Me., the craft has an overall length of 68', beam of 17' and draft of 8'10".

The *Nancy Jane* is owned by Capt. Anthony Ellen of New Bedford, who also operates the *Winifred M.* She will be skippered by Capt. William Fiedler, while Robert Mitchell, who was in charge of fitting out the vessel, will be engineer.

Built from a new design, the scalloper is of heavy construction and contains commodious quarters for the crew.

Her frames are 3" double sawn oak spaced on 16" centers, planking is 2" oak, decking is 2" white pine and the keel is 9" oak. The deckhouse is sheathed with plywood, and the fish hold bulkheads contain a 3" thickness of Fiberglas insulation. Pettit paints were used throughout the vessel.

The hold has a capacity of 65,000 lbs., and 1920 gallons of fuel oil can be carried in the three engine room tanks. A 500-gallon water tank is located beneath the fo'c's'le floor. There are 8



Deck of New Bedford, Mass., scalloper "Nancy Jane".

bunks in the fo'c's'le and 2 in the after cabin, while the Captain's stateroom is aft of the pilot house.

Propulsion power for the *Nancy Jane* is furnished by a 135 hp., 10 x 13 Atlas Diesel, which gave the vessel a speed of 9 knots on her trial run. The engine turns a 52 x 40, 3 blade Hyde propeller on a 5" bronze shaft fitted with Hathaway stern bearing.

The dragger has a new model #1335-50 Hathaway winch, with right angle drive and 9:1 built-in reduction. The winch operates off the main engine through a Twin Disc clutch. It has a capacity of 200 fm. of 3/4" wire rope or 300 fm. of 5/8" size, but on this boat 175 fm. of 3/4" Roebling cable will be used.

Hathaway also assembled the auxiliary unit, which comprises an 8 hp. Lister-Blackstone Diesel, 2 kw. Westinghouse generator, Marine Products pump and Curtis compressor.

Navigating equipment consists of Edson steering gear, Wilfrid O. White compass, Bendix Model DR-7 depth recorder and RCA radiotelephone. The boat has 32-volt Surrette batteries and Shipmate oil-fired galley range, and uses Gulf fuel oil.





The "Bob", 27' x 9' x 3'6" vee-bottom gill-netter owned by Norbert Swaer of Pensaukee, Wis., and powered by a 2-cylinder, 55 hp. Gray-marine Diesel with Twin Disc clutch and 18 x 8 Michigan propeller. She has a Pentwater lifter.

Great Lakes Trout Catches Show Improvement

Despite the fact that commercial fishing usually slows up during the Summer in Green Bay waters, operators got good takes of chub, and fairly good catches of whitefish and walleye pike during August. Trout takes, although poor, were better than those of a year earlier. The bulk of the catches were being taken by trap and pound netters.

In general, commercial fishing in Green Bay was fair to good toward the close of Summer. Fishermen look forward to some lucrative fishing in September.

Fairly good catches of perch, chub and whitefish were taken from Lake Michigan recently. Lake trout catches are still very light but improving to some degree.

Many fishing boats from other communities in the Great Lakes region are operating from Manistique, Mich. harbor at present. The reason for the large concentration of fishing boats is that good fishing is as close as 20 miles from port. Lake Michigan whitefish production in this area has been good recently.

On Lake Superior during late Summer commercial fishermen were getting good catches of lake trout and whitefish. The price is holding up well. Commercial trollers are making excellent hauls, and are taking plenty of trout.

At Grand Marais, Mich., commercial fishing boats have made many sizable catches of lake trout and whitefish.

The commercial trollers have discovered that lake trout strike all out on streamer flies, bucktails and feathered jigs fished behind a spinner. Streamers on many occasions have outfished the spoon type hook.

The average commercial troller operates five lines at one time on Lake Superior. Catches of as much as 1,467 lbs. of lake trout in a day have been made by the trolling method.

Commercial fishermen operating in Canadian waters of Lake Superior have been getting some nice catches of lake trout and whitefish recently.

One of the biggest whitefish runs in the history of the Killarney area in Lake Huron brought the Canadian yield up considerably. Commercial fishing in Lake Huron waters has been fair to good, with best yields coming from Canadian waters of the Lake.

Trout Second in Michigan's May-June Catch

Lake trout proved to be a surprising second in the May and June commercial fish production of Michigan's Great Lakes waters.

Over 737,000 lbs. of lake trout were caught to boost the May and June commercial catch for all species to 4,527,000 lbs. The total for the first six months of 1950 was over 9,084,000 lbs. Total 1949 catch amounted to about 25,000,000 lbs.

Lake Superior accounted for all trout except for approximately 11,000 lbs. taken in Lake Michigan. None

were reported caught by Lake Huron commercial fishermen.

Whitefish led May and June production with over 825,000 lbs., of which more than 616,000 lbs. were caught in Lake Michigan. The yellow pike catch was third best with 599,000 lbs. Lake Michigan's production of this species totaled 345,000 lbs. Some 514,000 lbs. of chubs were netted for the fourth best catch.

For the two months, Lake Michigan supplied 1,813,000 lbs. of the catch; Lake Huron, 1,236,000 lbs.; Lake Superior, 1,065,000 lbs.; and Lake Erie, 413,000 lbs.

New Fish & Wildlife Station Opened

The Fish & Wildlife Service has opened an office in Marquette, Mich., on Lake Superior to facilitate its Great Lakes fisheries investigations. Leo F. Erkkila, formerly at the Antioch, Calif. Fish & Wildlife Service station, is in charge of the Marquette station. Erkkila is a fisheries research biologist.

The staff of the new station will make a study of lamprey control and the biological factors of the fisheries of Lake Superior. The staff members will work in cooperation with commercial fishermen operating on Lake Superior to secure fisheries information.

Fish Tug Sinks After Collision

Lyle McDonald's fishing boat *Vernon*, of Grand Marais, Mich., was sunk in a collision with the steamer *Harry Colby* of the Pittsburg Line in Lake Superior 27 miles north of Grand Marais recently. Donald McDonald, Kenneth Niemi and Walter Krakowski, all of Grand Marais, the crew members of the fish tug, were rescued and brought to shore by the *Colby*.

New Type Barrier Dam for Lampreys

Tom Stauffer, fisheries biologist of Ann Arbor, Mich., who has been studying lampreys at the Black River lamprey weir, reports a new type barrier dam with curved steel lip was placed in Mackinac County to determine whether rainbow trout could jump over the dam and whether the curved lip on the face of the dam would stop lampreys from moving upstream. Tests have proved that lampreys are blocked and trapped at the dam.

Peter Jensen

Peter Jensen, prominent Escanaba, Mich. fish wholesaler and retailer and a former commercial fisherman, died last month.

Jensen came to this country from Hamburg, Germany and in 1893 entered into a partnership with the late Hans P. Hansen under the firm name of Hansen & Jensen. They opened the fish market which is now known as Jensen & Jensen Fish Market. The two men extended their operations to the oil business in 1912 to supply gasoline and oil to boats.

Lake Erie Production Good in August

During August commercial fish production from Lake Erie was fairly good. Yields of blue pike were liberal, and rough fish yields were average. Whitefish catches also were about average with a trend toward heavier yields as Autumn approached.

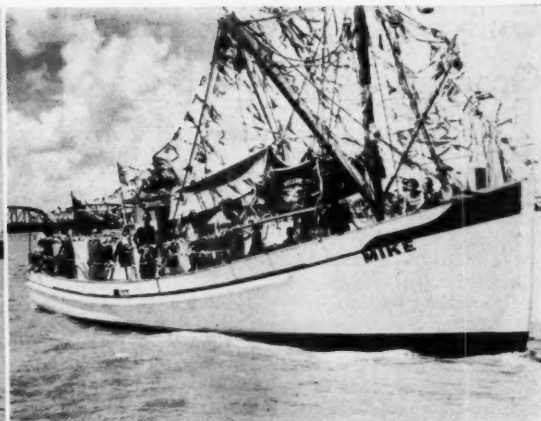
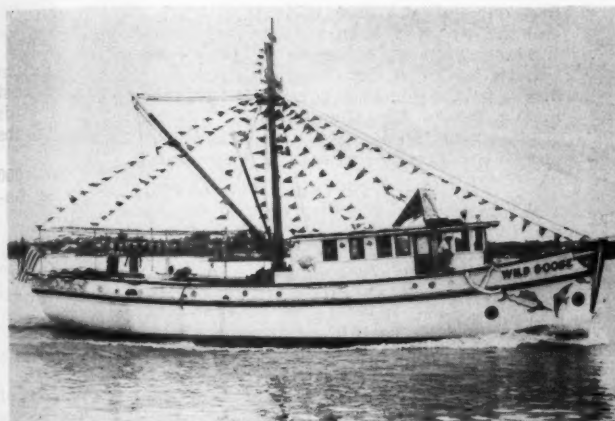
Good catches of suckers and mullet were made, and perch production was heavy in the Western region of the Lake. Lake herring made a slight comeback and tapered, while takes of tullibee and carp were down temporarily. Sauger takes were good. Yellow pike catches were fairly good, with lake trout catches under average.

1949 Lake Erie Catch

E. L. Wickliff, chief, Fish Management Section, Ohio Division of Wildlife, reports that final figures for the 1949 fish production from Lake Erie were: Pennsylvania, 4,435,900 lbs.; Ohio, 26,682,100 lbs.; Michigan, 1,178,100 lbs.; New York and Ontario not reported on.

Transporting Fish by Air

Meteor Air Transport, Inc., Teterboro, N. J. and Detroit, Mich., expect to transport 2 to 3 million pounds of lake fish to New York markets before November. Charges are a fraction of a cent per pound higher than rail shipments. Improved shipping boxes used are made of wire-bound veneer with an inner waxed craft liner.



Shrimp trawlers which took top honors in the Best Decorated Boats Contest staged at the Louisiana Shrimp Festival at Morgan City, La.: Left, the "Wild Goose", owned by W. T. Reese of Corpus Christi, Texas; Right, Charles Landry's "Mike" of Berwick.

Louisiana Shrimp Festival Has Colorful Boat Parade

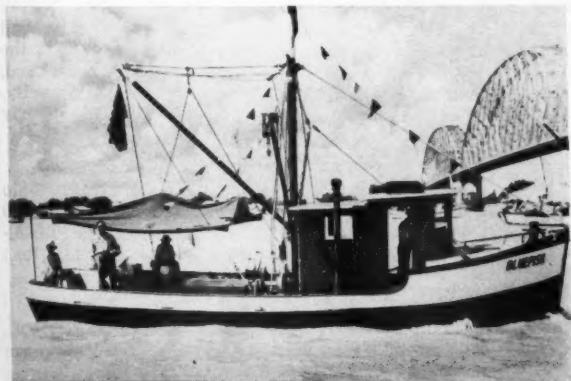
The 1950 Louisiana Shrimp Festival and 15th annual observance of the Blessing of the Fleet, which took place at Morgan City, La., August 26-27, featured one of the most colorfully decorated fleets of boats ever witnessed.

The program included a wide range of entertainment events, and an extensive array of seafood products and marine equipment were on display. Seafood plants and other marine industries held open house for visitors.

The highlight of the celebration was the Blessing of the Fleet, with Rev. Father Jules Toups and other clergymen and altar boys officiating in the rites. A Water Parade of trawlers and a Best Decorated Boats Contest followed the religious ceremony.

There were vessels of every description, at least 75 in number, in the Water Parade on Berwick Bay. While the majority of boats had pennants as well as Old Glory waving in the breeze, a number of vessels were decorated lavishly for entry in the Best Decorated Boats Contest, giving added vividness to the spectacle.

The *Wild Goose*, first place winner among the trawlers, set a new and effective style in boat decorations. A huge sail announced that "Conrad Industries Welcomes Visitors". Shrimp painted on a gold background atop the cabin, papier mache fish of many sizes and hues on the bow and the stern, American Flags and pennants all lent variety and brilliant splashes of color to the boat. The Blessing of the Fleet theme was denoted in the cross erected on the mast with the sign underneath "Do Not Be Afraid". The 65' trawler was just completed by Conrad



The new all-steel 38' shrimp trawler "Blue Fish" at the Morgan City Blessing of the Fleet. The boat is owned by Ramos Shrimp Co. of Patterson, and was built by Sewart Machine Works, Berwick, La.

Industries of Morgan City for W. T. Reese of Corpus Christi, Texas.

The *Mike*, which won first place among boats other than trawlers, was not recognized by the judges as a trawler, probably because she is a Biloxi-type trawler and had all fishing equipment taken off. Owner-Captain Charles Landry of Berwick had his boat decorated with crepe paper streamers of every color which rippled as the craft glided along the river. In addition there were dozens of strings of carnival pennants and American Flags of all sizes.

The second place winner among trawlers was the *Betsy Ross*, owned by Sidney Bella of Berwick. An unusual star-studded name design was painted on the stern and side of the trawler. Red, white and blue streamers, flags and balloons carried out the patriotic scheme appropriate to the seamstress of the first American Flag.

The *Miss Louisiana*, owned by Earl Webster and E. J. Daigle, took third place among the trawlers. This boat carried the King and Queen and court members of the 1950 Festival.

To Propose Enactment of Uniform Laws

Enactment of uniform laws permitting night shrimping in the Gulf of Mexico will be proposed to the Legislatures of five Gulf States as the result of a two-day meeting the middle of August in New Orleans of representatives of the Gulf States Marine Fisheries Commission.

The Legislatures of the States also will be asked to provide funds to conduct biological research on certain types of sport and commercial salt water fish and to vote reciprocal agreements for the taking of shrimp, oysters and fish. These and other recommendations will be passed on to the full Commission.

A. Sidney Cain, an attorney representing Louisiana, explained that the Commission would recommend "that there be no interference with night shrimping. Brazilian shrimp in our Gulf waters are out in large numbers at night and generally go to the bottom in the daytime."

New Oyster Packing Plant Planned

A new oyster packing plant in Morgan City, which will start operating in January, is being planned by B. A. Favret, Jr., president of the Morgan City Freezer and Cold Storage, Inc.

Crab Meat Market Good

The market for fresh picked Louisiana crab meat was good last month. At Ozio Fisheries, Morgan City, the 40 employees of the crab meat production department were working steady 5 days a week. Crabs were plentiful and were expected to be so for several more months to come.

General Seafoods Acquires "Whirlaway"

The 111' trawler *Whirlaway*, formerly owned by Whirlaway, Inc., of which Victor Guarisco of Morgan City was president, recently became the property of General Seafoods. The *Whirlaway* has a freezing capacity of 80,000 lbs.

Gulf Research Boat Finds New Grooved Shrimp Bed

On August 5 the exploratory fishing vessel *Oregon* operating out of Pascagoula, Miss., reported catches of moderate numbers of very large grooved shrimp in 41 to 48 fathoms, approximately 60 miles off the coast of Alabama and Mississippi (between longitude 88° West and longitude 88° 50' West). The *Oregon* is scheduled to explore this new promising area with the use of a full size commercial shrimp trawl.

The shrimp taken numbered 7 to 8 to the pound (heads-on weight) and were caught by 30-minute drags with a small 40' shrimp trawl. No shrimp were caught outside the 50 fathom curve. Inside 40 fathoms the grooved shrimp catches were of mixed sizes with *Peneus aztecus* making up about 70% and *P. duorarum* the remainder.

The area in which the *Oregon* is operating is not normally fished by the commercial shrimp fleet. Grooved shrimp landed at ports in Alabama and Mississippi during the past several weeks have been caught at depths of less than 25 fathoms and mainly in from 15 to 20 fathoms.

The *Oregon* has completed one trip along the 100-fathom curve in the Gulf, east of the Mississippi River and south to Dry Tortugas. According to the crew's report, small tuna were taken frequently by trolling between Pascagoula and Tortugas. Average weight was 11 lbs.

A school of larger tuna was sighted 45 miles southeast of Pensacola. None were taken, but they were tentatively identified as Atlantic black fin tuna. Both the small and black fin tuna are of commercial interest.

Additional investigation is needed in the use of the otter trawl for fishing in deep Gulf waters. Trips are being planned during which regular heavy commercial fishing gear will be used in the central and west Gulf coast areas.

Inside Shrimp Season Starts

Shrimping in the inside waters of Mississippi and Louisiana began at sunrise on August 14.

Catches will be limited to shrimp of 40 and under to the pound and no shrimping will be allowed between sundown and sunrise.

Mississippi Seafood Commission Secretary Clell Dildy said that the size limitation and night shrimping laws will be strictly enforced.

The commercial shrimping season in Alabama coastal waters also got under way August 14. Preliminary trawls indicated a good season is in prospect.

While the season in coastal waters has been closed this Summer, a heavy volume of Brazilian type shrimp has been flowing through Alabama coastal points from newly discovered shrimp grounds in the Gulf of Mexico.

Mississippi Tuna Plant Shaping Up

Plans for the Gulf coast's first tuna canning plant at Moss Point, Miss. began to take shape recently. The Army's Corps of Engineers announced it would take bids on September 5 on a dredging program to allow deep-sea tuna boats to move to the proposed cannery site on Escatawpa River. An 18' channel would be dredged in the Pascagoula and Escatawpa Rivers.

Tuna, Inc. has announced its plans to start construction of the new tuna packing plant early this Fall. Tuna for the plant will be brought in from the west coast of South America to begin operations, but it is hoped that tuna grounds may be discovered in nearby waters before long.

The firm's menhaden plant at Moss Point has begun operations. The 65-ton boat *Skippy* landed the first catch processed at the plant. It consisted of 100,000 menhaden. The company also has purchased a second boat, the *Dickie*, an 80-ton vessel, and plans to have her in operation soon.

New Shrimper Starts Operating

The 72' shrimper *Capt. Jimmie*, owned and operated by B. J. Martin, Cut Off, La. for Gulco Seafood Co., made her

first trip out of Biloxi early in August. The trawler is claimed by chief seafood inspector Meco Filipich to be the largest shrimp boat ever to operate out of Biloxi.

Built by a Cut Off shipyard, the boat has a 22' beam, draws 9½', and has a bow stem of 18'. She is powered by two 165 hp. Diesel engines.

The *Capt. Jimmie*, which can operate in 25 fathoms of water, will hunt for new fishing grounds.

To Build Quick-Freeze Plant

A quick-freeze plant capable of processing 20,000 lbs. daily will be constructed at the N. Pascagoula St. plant of the Pascagoula Ice & Coal Co., Hermes F. Gautier has announced.

In addition to the freeze plant, a zero temperature holding room with a storage capacity of 500,000 lbs. will be installed.

The new building will be 40 x 47, and the plant is expected to be completed in time to process shrimp in November. Meanwhile, the Delmas Ave. plant is being converted and will be able to process 6,000 to 8,000 lbs. of shrimp daily while the new plant is being built.

Alabama Brown Shrimp Fleet Smaller

Fewer shrimping boats were working out of Baldwin's Gulf Shores in Alabama early last month bringing in the brownish shrimp from the newly discovered beds about 18 miles out in the Gulf.

When the new shrimp bed was discovered about 40 vessels were operating from Gulf Shores, but early last month this number had been cut to 10.

The shrimp being taken were so mixed that it was hard to grade them and shrimp also were beginning to show up again off the Texas coast, so that many of the Texas vessels had returned to their home ports.

The shrimp firm at Gulf Shores was operated by Eugene Baker, manager of the Texas Fisheries Cooperative, Inc., and employed about 70 people to process the shrimp.

Baker said that his firm planned to keep boats in the Gulf Shores area all the time for exploration purposes. In the Winter when there are strong northerly winds blowing around Corpus Christi, the firm expects to do its fishing in Alabama waters.

May Get Paid for Oyster Damage

An Alabamian would be paid \$3500 for damages to his oyster beds by Government dredging under a bill passed on August 23 by the Senate.

The bill, which now goes to the House, would meet a claim made by W. F. Steiner of Bayou la Batre. Steiner asserted his oyster beds were destroyed during Army Engineer work in 1943 on the cut-off between Bon Secour Bay and Oyster Bay, Baldwin County.

Shrimp Fleet Blessed

Over 300 Baldwin shrimpers and visitors witnessed the annual rites of blessing the shrimping fleet at Bon Secour on August 6. About 20 shrimping vessels were blessed after services held along the Bon Secour River.



The 42' shrimper "Mary Ella", owned by G. L. Buckley of Ingleside, Texas, and skippered by Capt. M. J. Pace. Her power plant is a 143 hp. Chrysler gasoline engine, and Esso lubricating oil is used.

Texas Menhaden Production Heavy During July

Landings of fishery products at Texas ports during July amounted to 13,390,300 lbs., compared with 7,646,850 lbs. for the same month the previous year. The catch of menhaden (10,997,300 lbs.), and shrimp (2,176,350 lbs.), accounted for 98% of the Texas production during July. Receipts of menhaden were 4.9 million lbs. more than in July, 1949, and those of shrimp were .9 million lbs. greater.

Shrimp production for the Port Isabel-Brownsville area during July totaled 1,379,800 lbs., whereas the total landings of the remaining three areas on the Texas Gulf Coast were only 796,600 lbs. The Port Isabel district led in finfish production (exclusive of menhaden) with 89,100 lbs.; the Galveston area had 53,200 lbs.; Aransas area, 50,200 lbs.; and Matagorda, 24,200 lbs.

Shrimp production for the Port Isabel-Brownsville area during the first six months of 1950 amounted to 6,534,200 lbs., as compared to 2,363,800 lbs. for the same period of 1949.

While the shrimp catch for the area increased nearly three fold this year, the fish catch was less than twice as great. The report showed 250,400 lbs. caught this year, as compared to 159,000 lbs. for the first six months of 1949.

The Aransas Pass, Corpus Christi, Rockport area reported shrimp catches of 2,990,400 lbs. for the first six months this year, as compared to 1,136,500 for the same six months last year.

During the first eleven months of the fiscal year (beginning September 1), landings at Texas ports totaled 68,322,800 lbs., 12% greater than the poundage received during the same period the previous year. Landings of finfish, which amounted to 34,657,200 lbs. during the period September 1, 1949 to July 31, 1950, were 4.5 million lbs. less than in the previous year. However, receipts of shellfish, which amounted to 33,665,550 lbs., were 15.2 million lbs. greater.

The decline in receipts of finfish resulted from reduced landings of menhaden which amounted to 31.7 million lbs. compared with 36.1 million lbs. during the first eleven months of the previous year. The gain in the production of shellfish was caused by record landings of shrimp, during the period from September to July inclusive, which amounted to 33.6 million lbs. compared with 18.3 million lbs. in the same period the previous year.

Must Stop Issuing Fishing Boat Licenses

The Game, Fish & Oyster Commission was ordered on August 25 to temporarily halt issuing any more commercial fishing boat licenses.

The temporary restraining order was issued by the 98th District Court pending a suit filed by the Texas Fishermen's Association, Inc., charging that a Commission increase from 1,550 to 2,325 licenses for the next year exceeds the body's authority.

The suit added that the Commission failed to make a determination of the maximum poundage of edible aquatic life which may be caught without danger to the maximum production point.

The suit further charged that the new quota for commercial fishing boat licenses was for the primary purpose of taking care of 412 applicants who had been unable to obtain licenses under the original quota.

Shrimp Running Again in Gulf

Shrimp have started running in the Gulf again and catches were back to normal last month after several weeks of only fair results for the trawlers.

A survey of fisheries in the Rockport and Aransas Pass area disclosed that nightly catches of brown shrimp were totaling about 1,000 lbs., an average year-round haul.

Most of the shrimp brought in were classed as 21-25 count.

Bays and inland waters were opened for shrimping with trawls on September 1 after having been closed since July 15. Bait boat catches in Corpus Christi and Aransas Bays were small most of the Summer, and pros-



The "Fairhope", 40' shrimper owned by M. F. Hagan of Ridgeville, Ga., and skippered by Capt. York Hadley. She is powered by a 50 hp. Lathrop Diesel, has 24-volt Surrette batteries, and uses Bethlehem cable.

pects for big hauls are not promising. Some fair hauls of small to medium shrimp were reported in Matagorda Bay near Port O'Connor.

Limits on Net Sizes

Seining and shrimping in Texas waters of Sabine Lake with nets larger than a 10' bait trawl and seines larger than a 20' minnow seine are forbidden under a new law. Only persons who sell bait or fish are required to have trawl licenses, according to a recent interpretation of the regulation.

First Pink Shrimp Catch Landed

The first catch of pink shrimp ever brought into Aransas Pass was unloaded at the Texas Fishermen's Cooperative, Inc. on August 12 by the trawler *San Jacinto*, skippered by Capt. Joseph F. Allen.

Allen made the catch off the Yucatan Peninsula near Campeche. His load totaled 77 barrels, and was caught in five days of trawling.

Trawler "Sylvia" Sinks

The shrimp trawler *Sylvia* sank in the Gulf of Mexico twelve miles off shore recently. Capt. C. H. Ritz of Matagorda and deckhand Norman Plant of Bay City took to life jackets, and reached shore after seven hours in the water.

Georgia Coastal Waters May Be Opened to Bait Fishermen

A movement to eliminate hardships which live bait fishermen say have befallen them since trawling with power-drawn nets was banned in Georgia's coastal waters, is expected to materialize at the next session of the General Assembly.

This was the most significant result of a recent weekend tour of the coast by a subcommittee of the House Game and Fish Committee.

Live bait fishermen, especially those who operate fishing camps, have complained that the law is such that they cannot obtain enough shrimp to carry on normal operations.

The Assembly may be asked to consider a bill that would allow them to take a certain amount of shrimp from the sounds, rivers, and estuaries of coastal Georgia. The waters still would be closed to commercial fishermen. The subcommittee will recommend that the entire matter be explored further by the State Game and Fish Commission.

Commercial fishermen reportedly are uncompromising in their opposition to any legislation that would continue to place the rivers and sounds in the category of forbidden territory for them but would give those seeking only live bait legal entry.

As for other matters, the subcommittee found that sports fishing has improved noticeably since the coastal waters were closed to commercial trawlers, and it also

Maine Groundfish Catch Shows Increase

A twenty-million-pound increase in groundfish landings at Maine ports for the first six months of 1950 over landings for the same period last year is reported by the Department of Sea & Shore Fisheries.

At the same time lobsters and clams showed a sizable decrease in catch. Herring was up 12,000,000 lbs.; redfish up 19,000,000 lbs. and the flounder catch was doubled to 2,215,000 lbs.

Led by groundfish and principally by redfish the six-month total for fish and shellfish was 118,000,000 lbs. as against 83,000,000 to July 1, 1949. Total income to the fishermen was up more than a half million dollars to \$5,534,974.

The lobster catch was off from 4,107,701 lbs. in 1949 to 3,859,000 lbs. Clam meat production dropped from 5,465,000 lbs. to 4,239,000 lbs., with a resulting decrease of \$200,000 in revenue.

The viscera of fish was a new item added to the statistical report. A total of 290,000 lbs. of internal organs which were formerly thrown away were sold to by-product plants.

Much of the increase in cod, haddock, pollock and flounder landings was attributed to a light Spring and Summer lobster catch which forced the lobstermen into other types of fishing. Herring has been more abundant all along the coast than at any other time in the modern history of the industry.

The Sea & Shore Fisheries Department believes that the industry has a good start toward breaking the all-time record set in 1948 of over 300,000,000 lbs. of fish and shellfish, for which the fishermen received more than \$16,000,000.

Fishing License Case Postponed

A three-judge Federal Court hearing on the constitutionality of Maine's commercial fishing license law was postponed again on August 19, this time indefinitely.

Additional time for preparing written arguments was agreed upon by both sides of the case in which two Massachusetts fishermen claim the law is discriminatory and therefore illegal.

was noted that commercial fishing outside the closed waters is better.

Want Sounds Open During Stormy Months

A recommendation that the sounds be opened to fishing during the stormy months of September and October and again for a short period in the Spring, was made at a meeting last month of two State fishing officials with Alvin Dickey and Berdan Miller, fishermen from St. Marys.

James E. Sykes, fishery research biologist connected with the Beaufort, N. C. Fish & Wildlife Laboratory, and Fred J. Dickson, chief, fish management, Game and Fish Commission, were the two officials who visited St. Marys as part of a canvass they have been making of East coast Georgia fisheries.

The recommendation which grew out of the meeting was forwarded to the Game & Fish Commission. The State of Georgia is planning to keep a biologist in the section to see if fishing in the sound would appreciably damage the shrimp supply and also to study the shrimp in the ocean and sounds.

Shrimp Boat Burns

The 43' shrimp boat *Traveler* was destroyed by fire last month after running aground in St. Simons Sound.

Edward Tabbott of Brunswick, owner and operator of the trawler, was aboard when flames began to engulf the craft. Also on the vessel was John Head of Brunswick. Both escaped without injury.

Santos Purchases Brunswick Waterfront Lot

A 90' waterfront lot in Brunswick which is immediately adjacent to the King Shrimp Co. plant and which has been used for the past eight years as a docking area for this firm's 25 shrimp boats, has been sold to Antonio Santos, operator of another fishing concern.



Capt. Carroll Riley's 45' purse seiner "Margaret L." at New Harbor, Me. She is powered by a 120 hp. Gray engine, and is equipped with a 12-watt, Hudson American Corsair II radiotelephone sold by Sargent, Lord & Co., Portland.

Want Harpswell Harbor Cleared

Twenty-five land owners, fishermen and pleasure boat owners met in Harpswell on August 29 to state arguments for the removal of the stone abutments at the Basin, South Harpswell.

The Basin is an ideal land-locked harbor which could offer refuge in rough weather if the obstruction were removed.

The outer harbor is crowded and the inner basin anchorage is needed for both fishermen and pleasure boats. About 30 craft would be affected.

Fishermen lose approximately 45 hours of fishing time a month through the inconvenience of having to anchor outside and drag their skiffs, bait and catches over the obstruction at low water. They could haul about 20 additional traps daily in this unproductive time.

Record Day's Tuna Catch

Orr's and Bailey Island tuna men boated nine giant bluefins August 11, a record catch for a single day so far this season. Weighed in at the Bailey Island wharf, Prosper Richard, weighmaster, were three fish boated by Capt. Clayton Johnson and his son Bernard; two by Capt. William Munsey and one by Stanley Johnson.

Capt. Earl Larrabee brought three tuna in over the Orr's Island wharf, at Prince's Point, weighing 632, 541, and 517 lbs. respectively. Larrabee is high scorer for the Islands so far this season with 29 fish and a total poundage of 13,443. He caught his fish in Mark Island Gully.

New Type "Long Line" Trawler Launched

A new type "long line" trawler, the *Challenge*, capable of handling nearly five miles of trawls, was launched last month at Goudy and Stevens yard, East Boothbay.

The 50' vessel was built for the North Cape Fish Corp. of Concord, Mass., of which concern Capt. Walter I. Beatey is president.

The *Challenge* will be equipped with stainless steel trawls totaling approximately 24,000 ft. in length. Each separate trawl will be close to a mile long.

A special winch driven by the boat's D318, 80 hp. Caterpillar Diesel is designed to handle the long line. The trawls are set out over the vessel's stern and hauled in over the starboard side.

Bristol Building Dragger

Bristol Yacht Building Co., South Bristol, has started a new 63' dragger for Capt. Domenico Spinola of Gloucester, Mass. Of Condon design, the vessel is scheduled for delivery early next year. She will be powered with one of the new Series M, 240 hp. Enterprise Diesels.

Eastport Fish Strike Ends

A ten-cent pay hike on August 17 ended a strike of 60 workers at the Associated Fish Factory, who had idled

another 1,500 persons in the Eastport fish processing industry. Non-unionized employees of the Associated Fish Factory returned to their jobs with a pay boost that makes their income 90 to 95c an hour. A bid for overtime pay after 40 hours was not successful.

The Associated Fish Factory walkout caused a shutdown of nine canneries which customarily send their fish scraps to the struck plant.

Boston's July Production Shows Big Increase

July landings of fish at the Boston Fish Pier showed a gain of nearly 50% over those of July, 1949, totalling 15,910,500 lbs., against 10,760,000 lbs. during the same month a year ago. The catch brought an average price of 7.11c per pound, a cent more than in July, 1949, despite this year's larger production.

The haddock catch amounted to 9,382,100 lbs., and was more than 4 million lbs. larger than that of July, 1949. Cod landings were 1,953,300 lbs., up from 1,604,150 lbs.; rosefish production totalled 969,800 lbs., up from 736,400 lbs.; and the whiting yield was 1,634,900 lbs., as compared to 2,145,400 lbs. landed in July, 1949.

During the first seven months of this year, production amounted to 96,878,800 lbs., against 108,579,000 lbs. during the same period of last year.

To Make Film on Fishing Industry

Francis W. Sargent, director of Marine Fisheries, Massachusetts Dept. of Conservation, has announced that preliminary plans have been made for the production of a 16 mm. colored sound film of the Massachusetts fishing industry.

The film will deal with all phases of the industry, including the Gloucester fishing fleet landing redfish (ocean perch); haddock and whiting operations of the fleet sailing from the Boston Fish Pier; the scallop draggers of New Bedford and Provincetown, as well as lobstering and shellfishing along the Massachusetts coast.

Sargent estimated that the film, which will have a running time of 30 minutes, will be seen annually by more than three million persons, not counting those who will see it on television. It will be distributed without cost to schools, industrial groups, service clubs, and fraternal organizations through the 100 distribution centers of the Department of Interior.

Production is scheduled to commence early next Spring with camera crews working in representative coastal cities and towns. Elliot A. Macklow of the Branch of Commercial Fisheries, U. S. Fish & Wildlife Service, will be in charge of production.

Refuse to Unload Russian Crab Meat

Still another lot of Russian crab meat, shipped through England to this country and rejected by Boston's longshoremen, is slated for a quick return whence it came.

The latest shipment, 2121 cases, weighing 167,559 lbs., was included in the Boston cargo of the American freighter *Inventor*, which arrived at East Boston August 30 from Bremen and London by way of New York.

Shellfish on Television

Shellfish, their merits, and how to buy, were the subject of a television show recently in Boston. B. E. Lindgren, Fish & Wildlife Service market development representative in Boston, gave a 15-minute demonstration of the principal shellfish on the market at this time of the year in conjunction with a program of foods currently in plentiful supply.

Live clams, oysters in the shell, and bay and sea scallops were some of the items shown. Small drills, conchs, and cockles were used for special effect.

Cape Cod Seeks Removal of Steamer Ramming Hazard

The aid of Senator Saltonstall has been enlisted in an attempt to correct a dangerous condition now existing in the waters off Cape Cod, a condition typified by the loss last month of the dragger *No Name* of Wellfleet. The vessel is believed to have been rammed and sunk by a steamer a few miles off Race Point, Provincetown. Richard Jackson, Wellfleet scallop fisherman, was lost with the dragger.

Senator Saltonstall has brought the matter to the attention of the commandant of the U. S. Coast Guard.

Many fishermen have stressed the manner in which freighters sometimes steam directly through the fleet of fishing craft off Cape Cod. Recently the General Seafoods 60' dragger *40 Fathom No. 2*, fishing out of Rock Harbor, Orleans, was almost hit by a steamer as she was fishing in the moonlight on Stellwagen Banks, off Race Point.

May Improve Fish & Wildlife Station

A proposal to institute a complete survey of physical requirements of the Woods Hole Fish & Wildlife Service station with a view toward eventual reconstruction and modernization of facilities will be included in immediate plans of the Fish & Wildlife Service.

Army Firing Will Not Inconvenience Fishermen

Francis W. Sargent of Orleans, director of the Division of Marine Fisheries, announced on September 1 that an arrangement had been effected with the Army whereby anti-aircraft firing practice at Camp Wellfleet will no longer harass and inconvenience fishing vessels from Provincetown, Chatham, Orleans and other Cape ports.

It was further stated that when firing practice starts again the Army will station picket boats at each flank of the target area with radio control to the shore batteries.

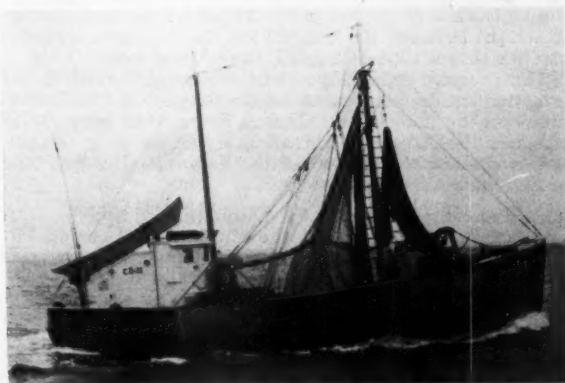
Burned in Boat Explosion

O. R. Besse of Buzzards Bay, owner and skipper of the Woods Hole fishing vessel *Rose and Barbara*, was painfully burned on the arms recently as the result of a flash fire in the bilge of his craft. Damage to the boat was considered negligible.

Flying Fish, Huge Lobster Caught

A flying fish, a rarity in waters around the Lower Cape, was brought to Monument Dock, Provincetown, last month by Capt. Manuel Souza's trap boat.

Henry Lamoureux of Taunton, while fishing for tautog off Bird Island, Marion, Mass. last month, landed a 22-lb. lobster.



The 65' dragger "C.R.G.M." owned by Capt. Ferdinand Salvador of Provincetown, Mass. Her equipment includes 230 hp. Buda Diesel, 6 hp. Buda generating set, Columbian Monel propeller, Monel shaft, Hathaway winch, Roebling wire rope, Edson pump, White compass, Submarine Signal Fathometer, Edson pump and Columbian rope.

New Jersey Conch Catch Brings Added Revenue to Draggers

The conch has become the basis of a substantial business for New Jersey fishermen. During the past Summer, 20 boats, averaging 55 feet in length, have been bringing conchs to the Cape May Canning Co. at Cape May. This firm, of which Peter Lamonica is president and Charles Noto, manager, has been handling 900 to 1,000 bags of conchs per day.

The new industry has been a boon to the fishermen whose activities heretofore have had a slack season in Summer, catching only limited quantities of fluke. They still drag for fluke, bringing in 3 or 4 boxes a day, but in addition, with the same gear, now catch 60 to 70 bags of conchs. Since the conchs destroy clams and oysters, the catching of conchs aids the shellfish industry, while at the same time providing revenue for the draggers. Previously, conchs which were dragged up with fluke, were thrown back into the water.

The conch season runs for about 10 weeks, ending September 1. While conchs have been frozen for 5 years, it was not until last year that the canning process got underway at Cape May.

Oyster Boat Repowered

The 70' oyster dredger *L. E. Yates*, owned by Mrs. Charles E. Sharp of Port Norris, and skippered by Capt. Edward Wilson, has been repowered by a 135 hp. Murphy Diesel. The engine has a MG200 Twin Disc 3:1 reduction gear and swings a 40 x 45 Columbian propeller. New 32-volt Gould batteries also were installed.

The engine was sold by Marine Sales Corp., a subsidiary of Delaware Bay Shipbuilding Co. of Leesburg, which is now Murphy marine engine distributor for southern New Jersey, eastern Pennsylvania, and part of Delaware.

The Delaware Bay Yard has built a new stern on the 65' oyster dredger *C. W. Hand* owned by Newcomb & Hand of Dover, Del. Capt. Roy Hand is skipper of the vessel, which has a 135 hp. Buda Diesel.

To Stop Illegal Clamming

Augustus Hickman, director of the New Jersey State Division of Shell Fisheries, announced on August 11 that the State would launch a campaign to end illegal practices of some clambers in the Highlands area of Sandy Hook Bay and the Shrewsbury and Navesink Rivers.

The Shell Fisheries director said the new campaign was aimed at a few men who use outboard motors to stir up the sands, thus violating a State law forbidding use of mechanical methods.

Giant Tuna Running

August marked the beginning of the annual giant tuna run along the New Jersey shore. The large tuna, the most plentiful of all big game fish along the coast, range in weight between 100 and 600 lbs., as compared with the smaller school tuna averaging 20 to 75 lbs. each.

The favorite feeding ground of the giant tuna is the long underwater canyon, usually referred to as the "mud-hole" on the floor of the Hudson River, that extends far out into the Atlantic. The tuna arrive in early August and stay until the arrival of the equinoctial storms late in September.

Fishermen Worried by Abundance of Sharks

Concerted action against the shark is now being demanded by sport and commercial fishermen in the waters off the Cape May County shore.

Sharks must eat constantly in order to exist, and in their search for food they consume millions of fish, crabs and lobsters, and destroy nets and in short are a number one plague to sport and commercial fishermen.

Why the sharks have increased along the Atlantic seaboard and in coastal waters off Cape May is a question only the scientists can answer. The U. S. Fish & Wildlife Service and various State agencies along the coast are trying to popularize commercial shark fishing as a business venture.



The "Lindy", 41' dragger owned by Manuel Maderia of Stonington, Conn., and powered by a D8800 Caterpillar Diesel with 1.47:1 Twin Disc reverse gear. The boat has a capacity of 25,000 lbs., and her speed is 10 knots.

Connecticut Landings Show Increase at Stonington

Stonington landings showed an increase during July, totaling 1,002,200 lbs., against only 814,600 lbs. in the same month of last year. The catch included 1,000,200 lbs. of fish and 2,000 lbs. of shellfish.

Production during the first seven months of 1950 amounted to 7,858,200 lbs., a gain of approximately ¾ million lbs. over the catch in the same period of last year. The blackback flounder yield increased from 1,388,900 lbs. last year to 1,983,700 lbs. this year, and the mixed fish catch for animal food was 3,856,300 lbs., against 804,200 lbs. Herring production dropped from 2,483,550 lbs. in the seven-month period of 1949 to 596,500 lbs. this year.

Draggers Catch Tuna, Swordfish

Several draggers netted the giant tuna that abounded off Rosie's Reef south of Watch Hill during August. The *Betty Ann*, Capt. Manny Maderia's dragger, struck tuna twice, bringing in a 600-pounder early in the month and repeating with one about 640 lbs. two weeks later. Capt. Ben Maderia's *St. Peter*, Capt. Theo Silva's *Jane Dore*, and the sports fishermen *Seaway* and *Edna* all brought in tuna. The catches totaled 5,353 lbs.

Chick Krawiec, skippering Capt. John Smith's *Theresa*, harpooned two swordfish while Capt. Bill Roderick's *Rita* brought in seven. Capt. Walt Schroeter's *Irene & Walter* hauled two swordfish each on two separate trips.

Several Boats Repowered

Capt. Joseph Imdahl of Mystic put a Lathrop 6 with a 2:1 reduction gear in his dragger *Nellie* this month. An LH-Super Lathrop was installed in the 28-footer brought down from Chilmark, Mass.; and an LH-4 went into the 36-footer owned by Mike Giri of New London. Percy Buddington, Baker's Cove lobsterman, has a new LH-4 Lathrop in his 28' lobster boat and another LH-4 went into the lobsterman owned by Addison V. Bradley of Stony Creek.

Electronic Equipment Installed

Capt. George L. Thompson's dragger *Ronald & Dorothy* out of Point Judith has a new Bendix DR-7 depth recorder, installed by Aero-Marine Radio Laboratory.

Noank Marine Exchange has installed Wilfrid O. White Surech depth sounders in the *Anna Grace* and Capt. Joe Whaley's *Virginia Maurice*, both of Point Judith.

Building Research Boat

West Haven Shipyard, Inc., West Haven, has been awarded a contract for building a research vessel for the Fish & Wildlife Service Laboratory at Milford. The boat will be 50'10" overall with 14'9" beam and 4'9" draft.

Maryland Watermen Discuss Lighting of Fixed Gear

Members of the Maryland Commercial Watermen's Association met in annual session at Annapolis recently.

Among other items discussed was that of lighting of fixed fishing structures in the Bay. In this connection, it was indicated that Federal authorities are to proceed against those who fail to meet the lighting requirements. It was agreed at the meeting to urge fishermen who set fixed gear without proper lighting facilities, to comply with the law.

Chairman David H. Wallace, Department of Tidewater Fisheries, was the guest speaker. Treated in his talk was the State's overall conservation work with emphasis on the oyster restoration program now in progress. The talk was illustrated by color slides to show the recent advances made in shell planting operations through the use of machinery.

Officers elected to conduct the affairs of the Association during 1950-1951 were as follows: president, T. A. Colbourne of Secretary; vice-president, Warren Hazard, Galesville; treasurer, Richard K. Barnes, Charlestown; secretary, John H. Price, Choptank; and executive secretary, William J. Boehm, Annapolis.

Striped Bass Plentiful

Commenting on the fishing season, David H. Wallace, chairman of the Maryland Tidewater Fisheries Commission, said: "We have a larger brood of striped bass in Chesapeake Bay than we have had in 40 years."

Wallace attributes the good stock of fish in the Bay to the Fisheries Management Program. This conservation program limits the number of commercial fishing nets.

Fishing Fair and Hard Crab Derby

The 1950 Chesapeake Bay Fishing Fair and Hard Crab Derby, which drew thousands of visitors to Crisfield for three days, came to a successful conclusion August 20 with a crab feast at the plant of Roy C. Bradshaw. This followed a boat parade and presentation of trophies to successful contestants in the fishing and boat decoration contests.

Trophies awarded included the Senator Louis L. Goldstein Trophy for the most attractively decorated party fishing boat. This was won by the *Retriever*, Capt. Harry Covington, Tilghman.

Tom Briddell, president of the Fishing Fair, donated a trophy for the most attractively decorated boat from any Western Shore port, and it was won by the *Aloha*, Capt. Edgar Bowen, Solomons.

The Congressman E. T. Miller Trophy for the neatest "Oyster Navy" patrol boat was awarded to the *Marjorie*, Capt. Robert Lee Shores.

Leon H. Minster of Pocomoke, who caught 18 species, won the Employees of Tilghman Packing Co. Trophy for the largest variety taken.

Fifty-two crabs were entered in the Third Annual Hard Crab Derby, which was run in three heats, with the crabs placed in a starting box in the middle of a ring 25' in diameter.

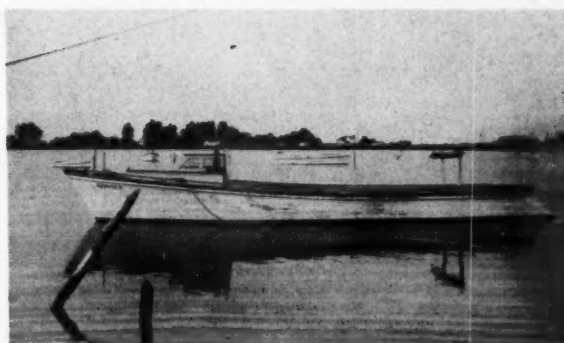
Capt. Ira T. Todd

Capt. Ira T. Todd, one of the Chesapeake Bay's best known and most successful watermen, met death on August 12.

During a heavy thunder squall and storm which began about midnight Capt. Todd went down to the waterfront to better secure one of his boats.

It is believed that he had secured one end of his boat, and in a hurry to make the other end secure, caught his foot in the walkway of the dock, throwing himself against a piling or a wharf log with such force that he was almost instantly killed.

Capt. Todd had started in the industry as a young man and had gradually built his business up to large proportions, having had his brothers as partners. The partners operated one of the largest fishing rigs on the Chesapeake.



The 51' "Gertie V", owned by A. E. Phillips & Son, Fishing Creek, Md., and engaged in the buying and freighting of crabs from the Potomac River and Great Wicomico River to Hoopers Island, making the trip across the Chesapeake Bay daily under command of Capt. Wilson Jones. She is powered by a 120 hp. Chrysler gasoline engine, and uses Esso lubricating oil.

Long Island Fishermen's Assn. Denies Waters Overfished

According to the Long Island Fishermen's Association, for a long time there has been the idea among anglers and sportsfishermen that if the commercial fisherman is not curbed, fishing will soon become a lost industry.

The Association claims, however, that the facts give the lie to such a theory. The abundance of striped bass in Long Island waters last Fall and again this Spring does not support the overfishing theory. Fluke have come back in greater numbers than ever before. Bluefish are more plentiful than they've been in many years, and sea bass and porgies are in good supply.

Weakfish have not shown this year or last year in any great quantity, the Association admits, but there is no proof that the weakfish has been overfished.

Shad Tagging Experiments

Shad tagging experiments this year, especially on the Hudson River, are yielding some rather interesting information on shad migration, the Fish & Wildlife Service's Middle and South Atlantic Fishery Investigations reports. Of some 1,300 tags released, a number have been returned from the Hudson River proper, a significant number have been recovered off the New Jersey Coast and Long Island, and most recently from the Maine Coast.

Large Clam, Lobster Taken

A hard clam weighing 1 3/4 lbs. and measuring 5 3/8" across was taken recently by a digger at West Meadow Beach.

Ilia Cvitavich, skipper of the *Two Brothers*, working out of Freeport, caught a 36-pound lobster recently. This is believed to be the largest lobster ever taken in Long Island waters.

Catches Record Tuna

William K. (Slim) Letford caught a huge bluefin tuna Aug. 11 while fishing out of Montauk with Capt. Ralph Pitts aboard the *Margaret II*. The fish weighed 788 lbs., one pound over the Middle Atlantic record.

Winant, Fulton Market Dean, on TV Show

Always willing to lend himself to promote good will for fish and shellfish, William A. Winant cooperated on his 90th birthday, which was August 8th, in the making of a TV movie short for Don Goddard's WNBT "Up To Now" news show.

The opening shot of the movie showed the "Fulton Fish Market" sign on the New Market. Then there was a close-up of Mr. Winant with Fulton Market panorama for a background. This was followed by Mr. Winant accepting the congratulations of members of the Fulton Market Fish Mongers Association.



The 38' sponge boat "Plastiras", owned by George A. Georgiou of Tarpon Springs, Fla., and powered by a 110 hp. General Motors Diesel. She uses Willard batteries, Wall rope and Esso lubricating oil.

Florida Having Good Run Of Shrimp off Mayport

A run of shrimp which is netting boats off the jetties 600 to 1000 lbs. a day tripled the number of shrimping craft at Mayport the latter part of August. Nearly 50 boats were tied up at Mayport docks.

The shrimp are surprisingly large, running about 29 to 30 per pound instead of 50 per pound, which is the size the fishermen usually catch. They are thought to have come out of the St. Johns River, following recent north-east winds.

The shrimpers came to Mayport from the new beds near Key West where the season is dropping off. The fishermen probably will remain at Mayport until December, and then return to Key West or beds off Cape Canaveral.

Favors Commercial Taking of Bream and Crappie

Commercial fishermen won a big victory in their long fight to seine and sell fish from the St. Johns River and Lake Okeechobee last month.

John F. Dequine, chief fisheries biologist for the State Game & Fresh Water Fish Commission, recommended that commercial fishing and marketing of bream and crappie from the two bodies of water be permitted under strict State regulation.

He said a two-year study of fish revealed sports fishing would not be hurt by such operations.

The biologist recommended strict regulation to govern the catching, transportation and marketing of fish in those areas.

He said such regulations, including individually tagging and central processing points, should be required to prevent "bootlegging" of fish in other fresh water areas.

He also recommended that the 1951 Legislature be asked to levy an excise tax on all fresh water fish sold to finance continued investigations of fish life.

Lake George and Lake Okeechobee produce about 1,500,000 lbs. of bream and crappie each year and they are of little importance as game fish in those areas.

Shrimp Trawler "Empress Mary" Launched

The *Empress Mary*, 65' shrimp trawler, was launched recently from the Miami Shipbuilding Co. yards. She is the first of 12 being built by the concern for the Shelley Tractor & Equipment Co., and which have been bought by Woodcleft Fisheries, whose Fort Myers shrimp fleet operates in Gulf waters near Key West. The vessel is powered by a Caterpillar Diesel.

New "Seaburger" Industry Developed

A new kind of industry which will provide even more extensive use of Florida's fish resources is being developed at Panacea. The product of the new business is called the "seaburger", and is a filleted grouper fish patty,

cooked in deep fat or on a griddle like hamburgers. It's garnished with the sauces or spreads individual tastes prefer and served on a bun.

The originators of this new idea are Art Barnes of Panacea and Forrest Granger of Tallahassee, whose firm is the B. and G. Fish Products Co., Inc.

The plant already is turning out 250 to 300 dozen frozen patties a week, and is furnishing a new, though limited, market for fish caught in the Panacea area.

Dixie County Oyster Season Opens Early

The State Cabinet Board of Conservation opened the Dixie County oyster season on September 1, 30 days earlier than usual to allow competition in the early market with Alabama and the Chesapeake Bay area.

Dixie County is the second greatest producer of oysters in Florida. The other area, Apalachicola Bay in Franklin County, already has a September 1 opening.

No. Carolina Committee Would Close Areas Planted to Shells

A special meeting of the fisheries committee of the Board of Conservation and Development was held at the commercial fisheries office, Morehead City, on August 25.

The committee made no change in the oyster season which opens October 1 and closes the last day of February. However, the group plans to submit to the Board of Conservation for approval a regulation closing to oystermen for three years all areas planted with State shells. These areas shall be closed, the committee suggests, beginning with the 1950 planting season.

The areas would be open, however, to fishermen using pound nets and hook and line.

Clifton Beckwith of the Attorney General's office met with the group and made a report on the condition of present rules, statutes and fisheries regulations. The committee will meet again with Mr. Beckwith Oct. 3 and 4 to make recommendations on revision or elimination of overplanting regulations.

The request of Sen. Charles Jenkins, made at the July board meeting in regard to fishermen blocking with nets the mouths of small creeks on the Chowan River, was referred to C. D. Kirkpatrick, law enforcement officer of the division, for investigation.

The committee allowed the request presented at the July meeting for fishing on the south side of Albemarle Sound near Pea Ridge.

Catches of Shrimp, Menhaden Off

Shrimp catches and menhaden landings are vying with each other for the lowest Summer production in several years.

Although shrimp catches in North Carolina waters are small, prices on the general retail market have not risen because shrimp from other areas are evidently plentiful.

Menhaden plants in the area have been idle this Summer due to lack of fish.

Ship-to-Shore Telephone Service Improved

George Eastman, chairman of the Beaufort Chamber of Commerce ship-to-shore radio telephone committee, announced on August 18 that fishermen of the central Carolina coast will receive improved ship-to-shore radio telephone service this Fall.

A special tower, beamed to the area, is being erected at Fort Fisher, near Wilmington, and is expected to be completed and in operation this Fall.

This tower, the first of its type in the country, will increase radio volume four times, enabling excellent contact with the Charleston operator.

If the tower is as successful as it proved to be on experimental grounds at Atlanta, similar towers will be erected in other coastal areas.

A special crystal is required in radio sets. No deposit is necessary, and the boatman pays only for the number of calls he makes per month. The charge is based on the shortest mileage distance between two points.

Oyster Convention

(Continued from page 17)

Rhode Island, Pennsylvania, Delaware, Georgia, and Mississippi have no laws restricting or regulating, in any way, the importation and planting of foreign shellfish.

"According to the incomplete information the Committee was able to procure, at present, foreign species of oysters and clams have been introduced in the following localities: A few bushels of seed of the Japanese oyster were planted in Barnstable Bay on Cape Cod by the Woods Hole Oceanographic Institution. The oysters are growing very rapidly and have reached 6" in length. A small number of the European oyster was planted by Dr. V. L. Loosanoff in Maine waters and attempts were made, by private persons, to introduce some of the Pacific clams including the giant Geoduck clam into Maine waters.

"In the past, plantings of the Japanese oyster were attempted, on a small scale, in Louisiana, Alabama, and North Carolina. So far, the Japanese oyster has not established itself in the Atlantic and Gulf waters, and there is no evidence that Japanese conch, or other enemies associated with the Japanese oyster beds, were brought to this coast.

Increasing Oyster Consumption

"Increasing the Consumption of Oysters" was the topic of the speech given by A. M. Sandberg, acting chief, Educational and Market Development Section, Fish and Wildlife Service. He declared that, "To increase the consumption of oysters is no new problem. Reference can be found to such activities in the literature of the 20's and 30's and no doubt long before that. But things have changed a bit since then. In the very early days of the industry, the oysterman usually took his product to the nearest town or market himself where he knew the seller and in many cases the consumer. Then came the railroads and refrigeration, and his products went to far corners of the country. There the producer lost touch with the consumer, lost control of his product, and had to depend on others to market it.

"The trend for successful merchandising today is for producers to work more closely with retailers, since this is where the product meets its big test. Here it is determined whether the product will be selected from among hundreds of other competing foods.

"The retailer is in need of this help as can be seen from the many requests we receive from them for information on fishery products. They can gain materially by having assistance from the source of supply, both from the promotional standpoint and the assurance of marketing only top quality products. Buyers for stores and institutional users may do a lot of bargaining, but they buy and push those products of organizations who have developed their confidence.

"We are conscious of the growing importance of industry-retailer relations and are giving considerable time to develop them. Generally, activity of this type can best be handled on an industry-wide basis but there are many immediate situations which can be handled by individual firms.

"You are aware of the great use to which motion picture films about industries are being put today. Schools are using them. You have attended business or civic clubs. PTA groups, churches, and of late probably have seen television programs where such motion pictures have been shown. These films were not scheduled by accident. They appeared because they had educational or entertainment merit and somebody managed to get them on the program to tell his story, the story of his industry, in a way that could not otherwise be done.

"Oystering is a colorful trade and would make exceptionally fine background for a motion picture. It would let the public see in detail how your product is produced, let the people witness the care used to safeguard its quality, the cleanliness of the plant, the sanitary precautions to preserve purity, and the pride of employees



The 83' x 22' x 7.5' oyster dredger "O. A. Bloxom", owned by Ballard Fish & Oyster Co., Norfolk, Va. and skippered by Capt. W. W. Bedsworth. She is powered by a 330 hp. General Motors Twin-6 Diesel unit with 5:1 reduction gears which gives a speed of 12½ knots, making her one of the fastest oyster boats on Chesapeake Bay. Formerly an oyster schooner, the vessel was completely rebuilt previous to repowering. Her capacity is 2000 bushels.

in standards maintained. A movie would be the next best thing to individually-conducted tours through the plant.

"What the homemaker does with the oyster after she gets it is important too. Most of you are familiar with the booklet "How to Cook Oysters" which was prepared a number of years ago by Rose Kerr and Jean Burtis, two of our cookery specialists. This brought together 38 of the best recipes under one cover. The Oyster Institute distributed copies of this booklet up until a year ago when its supply was exhausted. Arrangements have been made with the U. S. Government Printing Office to set up sales stocks of the book which is now available at 10c per individual copy, and at 7½c in quantities of 100 and over.

"Last week as part of our regular service to food editors, we sent out an announcement to some 250 newspapers all over the country telling of the availability of this booklet. The release was timed to coincide with the traditional opening of the oyster season on September 1. We have no idea yet what the response will be but we tried a similar venture a few years back with one of our booklets and were swamped with requests. These recipes have all been rigidly kitchen tested so if the housewife can follow the directions, you should be able to gain some good customers."

Oyster Rehabilitation in Florida

In outlining the program of oyster rehabilitation work in Florida, George Vathis, of the Florida State Board of Conservation reported, "A general survey of the west coast of Florida has been made and several localities seem promising. Besides Apalachicola Bay, favorable areas noted were Milton, Panama City, Spring Creek, Panacea, St. Marks, Horseshoe, Cedar Key and Crystal River. Further efforts will be brought to bear to revive the industry in these areas.

A steady supply of fresh water seems to be the critical factor in most areas of the west coast. Every effort should be made to find localities such as Indian River on the east coast which can depend upon a year-round, unfailing source of fresh water which will not be too much at one period of the year and too little at another.

Factors favoring an increased oyster production in

Florida are several. An extremely heavy spat fall was noted in all areas harboring oysters and a reliable source of seed is therefore almost assured. Growth is especially rapid. It was found that cultch planted in the Spring would produce marketable sized oysters by the latter part of the ensuing oyster season. By comparison, northern oysters would require three to four years to attain a similar size. The growth is also continuous throughout the year, whereas in northern waters the growing season extends only through the warmer season.

An exceptionally long spawning has been found to exist. In Apalachicola Bay spat falls from the first of April to the first week of November. Studies further south indicate an even longer period of spawning.

The usual oyster parasites and commensals have been found to be of exceptionally low incidence in Florida. Boring sponges are present in large quantities in very few localities, none of which are of great potential value to the industry. Boring clams are not abundant in the principal areas of production. A great variety of predacious gastropods do exist, however, and exploration should be made into the possibility of using these snails as bait, fertilizer, or other commercial products.

Approximately 88,000 bushels of shell have been planted in Apalachicola Bay this Summer. During the past nine months nearly 2,000 bushels of coon oysters have been transplanted to areas of high productivity.

Recently, one of the plots of planted cultch was checked and found to contain in some cases oyster spat an inch and one-half in length. The shell had been in the water about ten weeks.

Plans are going forward to establish another field laboratory (the second) on the east coast of Florida, in Port Orange. The Halifax and Indian Rivers show much promise of becoming large oyster producing centers. The biologist in residence on the east coast will work closely with the producers in getting more leased bottoms into production.

Stabilizing Maryland Production

The stabilizing of Maryland's oyster production level scientifically planned shell planting and seed transplanting was explained by David H. Wallace, chairman, Commission of Tidewater Fisheries, who said in part,

"Today Maryland's oyster industry has reached a stable level of production. While this level of production is far below that enjoyed by Maryland during the period from 1870 to 1890, it does permit those engaged in the oyster industry to expect a continuing operation without wide annual fluctuations.

"Since 1940 the Commission has instituted a program of improvement in shell planting and seed transplanting which has increased the efficiency of these operations and has enabled the State and the oystermen to derive far greater benefits.

"A complete record has been kept of all shell and seed plantings and counts have been made of the spat set on each individual planting. These records accumulated over the past 10 years have enabled the Commission to formulate a realistic shell planting program, taking into account the setting characteristics of the vast area of some 275,000 acres of oyster bottom in Maryland.

The Commission has arbitrarily classified the oyster bars of the State in three general classes dependent on their setting intensity, in order to obtain greater efficiency in shell planting. Group one includes those areas where high spat sets are obtained regularly. The observations indicated above show that there are major areas where the expectancy of a commercial set is high. These several include St. Marys River, Holland Straits and Eastern Bay. In all of these, the Commission is planting large concentrations of shells just prior to setting with the intention of transplanting the seed so obtained to growing bars elsewhere. These so-called seed areas are adequate in size for the needs of the State for the next several years.

The oyster bars in the second classification of the Commission are those where a moderate set is obtained regularly, so that shells planted directly on the natural rocks

Dr. Lewis Radcliffe

Dr. Lewis Radcliffe, director of the Oyster Institute of North America and executive secretary of the Oyster Growers and Dealers Association, died in Washington, D. C. on September 3 at the age of 70. He held these positions for 17 years, and had been re-elected at last month's Oyster Convention in Atlantic City, N. J., which he was unable to attend.

Born in Savannah, N. Y., Dr. Radcliffe came to Washington in 1907 after graduating from Cornell University. He became an assistant naturalist in the Bureau of Fisheries in 1907. He served as deputy commissioner of the Bureau for 10 years before his 27-year Government career ended in 1933.

Dr. Radcliffe took his master's degree at George Washington University in 1915 and his doctor of science degree in 1931 at the Washington College in Chestertown, Md.

Active in conservation work, Dr. Radcliffe was a charter member and past president of the District chapter of the Izaak Walton League of America. At the time of his death he was national vice president of the League, in which post he served 12 years. He also was executive secretary of the Sponge Institute.

For the last two years, he served as consultant on the Hoover Commission on the Organization of the United States Government, and attended the commission conference in San Francisco.

Dr. Radcliffe was one of the nation's foremost authorities on the oyster industry, and his advice and counsel were sought on innumerable occasions. He always was alert to any challenge or problem that might arise, and was thoroughly versed in legislative matters affecting the fishing industry. He also had a thorough understanding of the scientific aspects of oyster culture, and was well informed on oyster production and marketing procedures.



The late Dr. Lewis Radcliffe.

will grow and mature to a good quality without transplanting. In a State farm program this is obviously a most desirable type of operation since planting costs are reduced to the barest minimum. Unfortunately, the area of the State where this regular moderate set takes place is limited. At present about one-fourth of the total amount of shells planted annually by the State are placed on these setting-growing bars.

The third group of oyster bars, which are by far the more predominant, are those areas where setting is extremely poor but where oysters grow rapidly and produce a quality product. Most of the bars in the Chesapeake Bay proper fall within this grouping. Some 50,000 acres of oyster bottom in the Chesapeake Bay are now in desperate need of farming practices. However, with the present limited funds it would take about 100 years to complete the planting of these types of areas in the State. It is obvious that such a program cannot produce lasting results since the bars themselves are not capable of producing on a sustained yield basis after planting.

Within the past ten years the State has substantially shifted its shell planting program. Today the greatest concentration of shells is placed in the seed areas. After the

Ever doodle
like this?



WHEN YOU'RE DAYDREAMING perhaps you, like most people, find yourself doodling pictures of the things you want most.

Maybe there's a house you have in mind you'd like to build.

Or you're wondering which college you'd like your child to attend a few years from now. Or maybe you'd like to own a *brand-new* automobile someday.

One sure way to take your daydreams out of the doodling stage—and make 'em

come true—is to set aside part of your salary regularly in U. S. Savings Bonds.

Week after week, month after month, your savings will grow and grow and grow. Furthermore, in ten short years, you get back \$4 for every \$3 you set aside.

So sign up on the Payroll Savings Plan where you work, or the Bond-A-Month Plan where you have a checking account.

Start making your daydreams come true *right now!*

Automatic saving is sure saving—U.S. Savings Bonds



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LATHROP POWERED



Shrimp Trawler, powered by a Lathrop D-90, one of the fleet owned and operated by Captain James Green, Wadmalaw Island, South Carolina.

One Lathrop sells another — because there's no stronger proof of value than the personal experience of satisfaction. That's why shrewd fleet owners like Captain Green are standardizing their new power requirements with Lathrops.

If you want your power to be lasting, serviceable and economical, look into a Lathrop for your best value:

LH Models, light weight, low cost, 45 to 132 hp.

Mystic Models, top quality, medium speed, 100 to 175 hp.

Diesel Models, four cycle economy, 50 to 187 hp.

Standard and Engineers Models for heavy-duty work, 21 to 115 hp.

Engine parts are always available. Representatives at key ports.

THE **Lathrop ENGINE CO.**
MYSTIC, CONNECTICUT
SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES

set is obtained the shells are transplanted to the growing areas from which the oysters are harvested. For the past two years, 75% of all shells planted in the State were placed in seed areas and subsequently transplanted.

From the experience acquired over the past ten years we are confident that vast quantities of seed oysters can be produced at a nominal cost for oyster farming within the State. Carefully controlled planting and harvesting has raised the efficiency of the operation to the point where in excess of 75% of all shells planted are recovered as seed within a year. Tremendous acreages of seed area are available for expansion of the seed program. Timing of planting has been pinpointed so that the shells are placed overboard just prior to setting. The entire shell planting operation has become highly mechanized so that local labor, which was a limiting factor in the past, no longer controls the time of planting. The greatest problem which must be solved by the State of Maryland is a source of capital which will permit the utilization of the oyster resources and the knowledge gained over the past ten years.

Other Convention Speakers

Subjects discussed by other speakers at the Oyster Convention included "Interworking of economic and biological factors in fish and oyster production" by Dr. Harden F. Taylor of the Institute of Fisheries Research, Morehead City, N. C.; "New developments in oyster packing plants" by Norman L. Jeffries, Sr., Port Norris, N. J.; and "Progress in shipping fishery products by airborne freight" by Joseph D. Scott, Meteor Air Transport, Inc., Teterboro, N. J.

Scientific papers devoted to oyster feeding and conditioning of oysters for market were: "The function of mantle, gills, and palps in feeding of oysters" by Dr. Thurlow C. Nelson, Rutgers University, New Brunswick, N. J.; "Studies on the digestive processes in the oyster" by Dr. A. F. Chestnut, Institute of Fisheries Research, Morehead City, N. C.; "Importance of salinity variations to the Florida oysters" by M. Ingle and Charles C. Dawson, Jr., University of Miami, Miami, Fla.; "The condition of oysters as measured by the carbohydrate cycle, the condition factor and the percent dry weight" by James B. Engle, Fish & Wildlife Service, Annapolis, Md.; and "New methods of producing seed oysters and fattening adult oysters" by Dr. Herbert F. Prytherch, Beaufort, N. C.

The biology and sanitation of clams, scallops and oysters were covered in the following addresses: "Aims, methods and results of sanitation research on shellfish conducted by the U. S. Public Health Service" by Cornelius B. Kelly, Woods Hole, Mass. "Observations on clam mortalities in Massachusetts" by Osgood R. Smith, Fish & Wildlife Service, Newburyport, Mass.; "Biological observations on quahogs" by Richard E. Tiller, Fish & Wildlife Service, Kingston, R. I.; "Observations on the life history of the sea scallop and its fishery in Maine" by Walter R. Welch, Fish & Wildlife Service, Boothbay Harbor, Me.

Other scientific papers pertaining to shellfish were as follows: "Growth and setting of larvae of quahogs in relation to temperature" by Dr. V. L. Loosanoff, W. S. Miller and P. B. Smith, Fish & Wildlife Service, Milford, Conn.; "Report on the Texas oyster investigation" by B. B. Baker, Jr., Texas Game, Fish & Oyster Commission, Austin, Texas; "Report on various tests on bottoms for oyster planting" by William H. Dumont, Fish & Wildlife Service, Washington, D. C.; "Recent observations on the season and pattern of oyster setting in the middle Chesapeake area" by G. Francis Beaven, Chesapeake Biological Laboratory, Solomons Island, Md.; "Influence of seasoning and position of oyster shells on oyster setting" by Fred W. Sieling, Department of Research and Education, Solomons, Md.; "Food selection by the oyster drill" by Harold H. Haskin, Rutgers University, New Brunswick, N. J.; and "Some recent investigations of native bivalve larvae in New Jersey estuaries" by Melbourne R. Carriker, Rutgers University, New Brunswick, N. J.

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Delaware Oyster Grounds Affected By High Salinity of River

Clayton M. Hoff, a member of the Interstate Commission on the Delaware River Basin, reported on August 20 that Delaware's oyster industry was threatened by excessive salinity in the Delaware River resulting from the recent dry spell.

He explained that when the flow of water in the River is deficient, large quantities of salt water from the ocean press into the channel. With this salt water come numerous "drills", small snails which attack the bivalves. The drills will not thrive in fresh water but depend on salt water for sustenance.

Sometimes as many as one-third or one-half of the oysters dredged from the waters of the Port Mahon area have to be discarded.

Hoff said that a plan devised by the Interstate Commission, which represents Delaware, Pennsylvania, New York and New Jersey, includes the construction of huge reservoirs in which to impound flood waters for release during the dry season.

Oyster Dredgers' Group Aiding Industry

A recently formed organization, designed to promote the welfare of the oyster industry in the State of Delaware, is the Delaware Oyster Dredgers' Association. The group is financing a program to purchase shells and plant them on State oyster beds in conjunction with the Delaware Commission of Shellfisheries. The funds are being raised through assessment of members based on number of boats operated.

The Association, which has over 35 members, is headed by Smith Hand of Dover. Henry Buckaloo of Lewes is vice-president, George Haggerty of Dover is secretary, and Walter J. Lehman of Allen Kirkpatrick & Co., Rehoboth Beach, is treasurer.

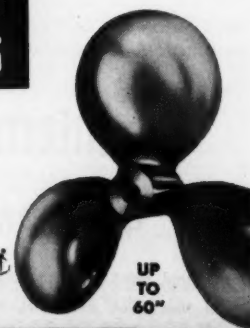
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AGENTS IN EVERY IMPORTANT PORT

Virginia Has New Fishing Structure Limits

Revised regulations pertaining to fishing structures in Chesapeake Bay and its tributary waters have been approved by the Secretary of the Army.

The revised regulations establish new fishing structure limits in certain areas and provide for additional buoys to mark the limits. The changes occur principally in James, Back, and York Rivers, Va., in the Norfolk District.

In addition, two small areas in Chesapeake Bay have been enlarged. One of these is East of the entrance to York River in the Norfolk District, while the other is East and Southeast of the entrance to West and South Rivers, Md., in the Baltimore District. Additional buoys will be placed or existing buoys will be renumbered or relocated to mark the new limits.

A list of the geographic positions as well as a copy of the regulations may be obtained from the District Engineer, Fort Norfolk, Ft. of Front St., Norfolk 1, Va.

Urged to Watch for Tagged Croakers

Fishermen in the Virginia coastal and Chesapeake Bay area have been asked to look for and report all croakers with red and white celluloid tags.

Tagged by scientists of the Virginia Fisheries Laboratory and released in the York River, the fish are a vital part of a survey being conducted by the laboratory to determine the causes for declining fishing conditions in the Bay area. If fishermen send the tags from the croakers to the Fish & Wildlife Service, Washington, they will be awarded \$1 per tag.

Information should be returned with the fish telling when, where and how it was caught. The Government agency will send to the fishermen in addition to the cash reward a brief history of the fish, telling the date and place it was released.

During the past three months more than 700 croakers have been tagged and released by the laboratory. Many of the tagged fish have been recaptured in the York, while several have turned up in the Potomac River.

Crabbing Season Only Fair

Neither the Tangier crab packers nor the crab catchers have done very well this season. Crabs have been scarce and prices low. Crab prices have ranged from 1c to 3c this season, and the latter part of July crabs were bringing 2c.

Capt. Willie Crockett has sold his crab plant and is getting ready to build another one on some creek on the Eastern Shore of Virginia where he will have better access to markets.

Eulice Thomas and V. L. Spence will take over the old plant which consists of a building, two small boats, 80 floats, and a pound covering about one acre. Capt. Willie Parks will be the new manager.

Market News Office at Hampton to Close

Because of higher operating costs and curtailment of funds, the Hampton Market News Office will be closed on September 29. Collection of daily production data will be discontinued for certain areas in Virginia, Maryland and North Carolina. The collection of daily production data from the Hampton Roads area will be continued, to be published in the daily reports of the New York Markets News office.

Good Catches from Traps

Capt. Wiatt of Tangier has his traps set for Fall fishing and already is making some good catches. During August he caught from four to five bushels of trout a day, as well as a few croakers and spot. He expects a good season.

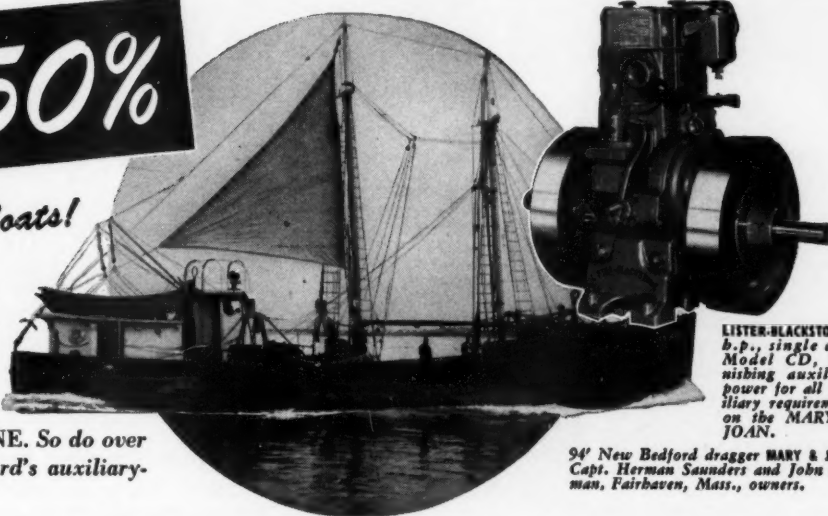
Hampton Roads Landings

Totalling 907,500 lbs., nearly all of which was from pound nets, August Hampton Roads landings were slightly larger than those of July but about 400,000 lbs. less than in August, 1949. Croaker, with 263,000 lbs., accounted for one-fourth of the entire catch; and runners-up were sea trout, with 156,000 lbs.; and spot, with 95,000 lbs.

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LISTER-BLACKSTONE 8 h.p., single cyl., Model CD, furnishing auxiliary power for all auxiliary requirements on the MARY & JOAN.

94' New Bedford dragger MARY & JOAN, Capt. Herman Saunders and John Steadman, Fairhaven, Mass., owners.

Skipper Herman Saunders of the MARY & JOAN gives the reason: "Lister-Blackstone economy gives us a fine extra profit—as dependable as the engine itself."

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Gloucester Whiting Fishermen Urged to Maintain Quality

Led by Ray Kershaw, business agent, speakers at an August 11 meeting of the Gloucester Whiting Association stressed the importance of high quality and urged all handling the fish to work for the maintenance of quality. Various other matters were discussed by some 37 skippers of whiting draggers and others concerned.

Many said they could not make a profit at the prevailing price of \$3.25 per cwt. Several boats have changed over to groundfishing, and more were expected to do so.

Earlier in the month the annual meeting of the Association was held, at which the following were elected: president, Joe Sinagra of the *Eva II*; treasurer, John Davis of the *Evelyn A.*; assistant treasurer, Sam Nicastro of the *St. John*; and secretary, Frank Ciulla of the *Jackson and Arthur*.

There are now about 48 boats connected with the Association and during 1949 the whiting fleet landed just over 18,000,000 lbs., making Gloucester the leading port in the country in whiting landings.

The Association has asked the State Legislature for two men to work with two Federal men, studying whiting in order to plan for efficiency in catching. Migration, breeding, etc. are to be considered. Whiting reach maturity in less than two years, so that conservation measures should show results in that time.

Two Boats Lost

On August 10 the 110' *Three Sisters*, co-owned by Capt. Antonio Ritondo and Concetto Scuderi, hit a log off Boston Lightship and sank within 15 minutes. The 10-man crew escaped injuries, although losing all personal belongings. They left the sinking vessel in a seine boat and

dory and drifted until they were picked up by the small trawler *Peggy Ann*.

A spectacular gasoline-fume explosion aboard the 38' mackerel seiner *Peanuts* on August 4 in Ipswich Bay, about a mile off Lanesville, threw one member of the crew, Fred Sheehan, into the sea and forced the other four crewmen to flee the craft. Although the vessel burned fiercely for more than an hour, she did not sink.

Sheehan, who suffered burns about the face, was rescued by William Morton of Gloucester, and these two men and the other crew members rowed to Lane's Cove in a skiff. The hulk of the vessel was towed into Hodgkins Cove near the Consolidated Lobster Co. pier.

The boat is owned by Capt. John D. McIsaac, Jr. and Mate Frank R. Whittey, and had been seining since June 1.

Having Good Season Halibuting

Capt. Simon P. Theriault, well known and successful Gloucester fisherman now of Digby, N. S., has made good in long stringing for halibut.

Capt. Theriault has been long stringing since the last of May and his crew in the three months are reported to have shared \$1700 in this pursuit.

Capt. Theriault is master of the *Alfred D.*, owned by the Digby Trawling Co., of which he is the principal stockholder.

Big Redfish Catches

A number of good redfish fares were landed at Gloucester during August, including the following: *Mary & Josephine*, 300,000 lbs.; *Felicia*, 228,000 lbs.; *Benjamin C.*, 204,000 lbs.; *Columbia*, 208,000 lbs.; *Catherine Amirault*, 178,000 lbs.; *Estrela*, 180,000 lbs.; *Theresa M. Boudreau*, 190,000 lbs.; *Emily Brown*, 190,000 lbs.; and *Pilgrim*, 180,000 lbs.

"Edith L. Boudreau" Has Good Sword Trip

The *Edith L. Boudreau*, Capt. Dave Ribeiro, had a fine trip of 102 swordfish at Boston on August 7. The price was 42¢ per pound, less 10%.

Equipment and Supply Trade News

Standard Electronics Making Radio Phones

Standard Electronics Corp., 545 Fifth Ave., New York 16, N. Y., subsidiary of Claude Neon, Inc., has entered the marine radio telephone manufacturing field, with the production of four types of radios.

The sets, which range in power from 12 to 80 watts and are designed to cover commercial craft requirements, will be available through the nation-wide facilities of Graybar Electric Co., which is distributing Standard's complete line of broadcast transmitter equipment formerly manufactured by Western Electric Co. Standard Electronics services and supplies replacement parts for all Western Electric broadcast transmitting equipment now in use throughout the United States.

Among the four marine radios to be marketed by Standard is a compact high-powered 12-watt unit for small boats which includes a standard broadcast band that can pick up all radio broadcasts available from shore. Another model, only 15" wide by 9" deep, operating at 35 watts and having five channels, is considered one of the most efficiently designed marine radio telephones of comparable output yet developed.

The two larger units to be put on the market by Standard Electronics operate at 50 watts and 80 watts respectively, both having six transmitting and receiving channels. These more powerful sets provide adequate range on long trips and the six channels allow diversified Harbor Station coverage for larger commercial craft. Featured on each of these units is a novel method of indicating the channel in use, by means of an illuminated lucite window.

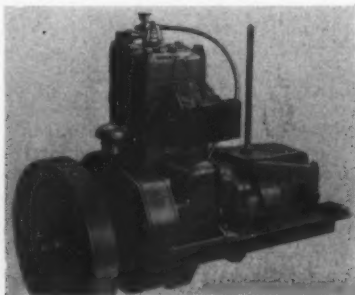
All the sets operate on low battery drain and feature complete high precision low-drift crystal control of each transmitting and receiving channel. In addition, the sets will be rustproofed to give long trouble-free life.



80-watt Standard Electronics telephone.

Twin Disc Magazine Features Hydraulic Drives

A new issue of "Production Road," featuring the latest developments in hydraulic drives, has been announced by the Twin Disc Clutch Co., Racine, Wis. The history of hydraulic power transmission is briefly traced, followed by a profusely illustrated series of applications of the newest Twin Disc hydraulic drives, the Hydro-Sheave, the Hydro-Wynd, and the Model HUD disconnecting coupling.



Palmer BH engine with forward and reverse gear, rated 6 hp. at 2500 rpm.

Onan Products Described in New Booklet

D. W. Onan & Sons Inc., Minneapolis, Minn., manufacturers of electric generating equipment, has issued a booklet which describes the entire line of Onan products.

Onan electric generating plants, both gasoline and Diesel powered, are shown in the attractive 12-page folder. Onan air-cooled, 4-cycle engines and separate ball bearing generators are listed, and four different models of watercooled Onan marine generating plants are illustrated.

A special section of the booklet describes Onan electric plant accessories which include automatic controls, line transfer controls, carburetors, and heat exchangers.

Nordberg Gasoline Engine Sales Staff Changes

Carl O. Friend has been appointed manager of the Gasoline Marine Engine Department of Nordberg Mfg. Co., Milwaukee 7, Wis., assuming the duties of H. Van Schaack, who has resigned.

Mr. Friend joined Nordberg in the Crusher Division in 1941 and the following year enlisted in the U. S. Coast Guard where he served three years in anti-submarine patrol duty off the Atlantic Coast.

After the war, Friend returned to Nordberg and served in a business administration capacity. In 1948 he was appointed Sales Research Department manager.

William G. Hawkins has been named assistant manager of the Gasoline Marine Engine Department of Nordberg. Mr. Hawkins joined Nordberg as a test engineer of that Department in 1948 and was appointed sales and service engineer in 1949.

In 1931 he was placed in charge of marine equipment for Dr. William Beebe's Bermuda expedition. Later he attended Stanton Military Academy where he was also laboratory instructor in internal combustion engines. From 1936 to 1938 he operated sport fishing boats in New Jersey and Florida.

Assisting Friend and Hawkins in the Gasoline Marine Engine Department will be William F. Reeder, sales and service engineer.



Carl O. Friend

Yeomans Fish Pump Bulletin

Full explanation of the Yeomans Ocean-to-Boat and Boat-to-Dock systems of handling fish is now available in a new 8-page, 2-color bulletin issued by Yeomans Bros. Co., 1433 North Dayton St., Chicago 22, Ill.

Illustrated with interesting candid photographs, the bulletin describes clearly how fish are being transferred by hose direct from the nets into the hold, and again from the boat directly to the plant.

A special feature of the bulletin is a questionnaire form for providing data necessary to making a recommendation. A list of installations is also included.

Enterprise Now Division of General Metals

Enterprise Engine and Foundry Co., San Francisco, manufacturer of marine Diesel engines and fish processing machinery, has changed its corporate identity to Enterprise Division, General Metals Corp., with Paul I. Birchard as vice president and manager.

The change became effective upon the consolidation of Enterprise with Adel Precision Products Co., of Burbank,

ENTERPRISE Continuous Flow Fish Reduction Plants

*Key to Profitable
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Planning to build, expand or remodel your plant? Call on qualified Enterprise Process Machinery Engineers for any help or assistance. Write for full information, or call your nearest Enterprise office.



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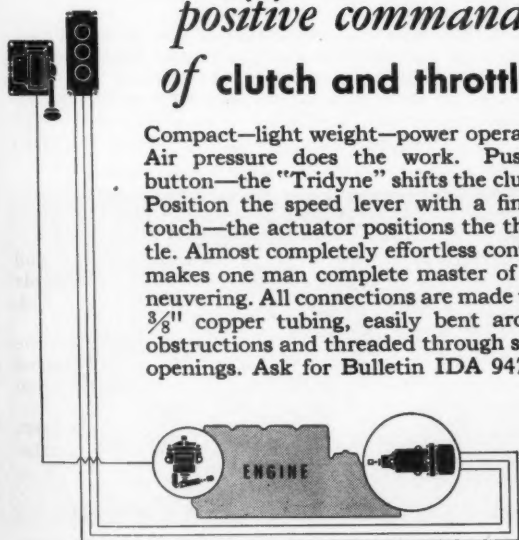
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*positive command
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Compact—light weight—power operated. Air pressure does the work. Push a button—the "Tridyne" shifts the clutch. Position the speed lever with a finger-touch—the actuator positions the throttle. Almost completely effortless control; makes one man complete master of maneuvering. All connections are made with $\frac{3}{8}$ " copper tubing, easily bent around obstructions and threaded through small openings. Ask for Bulletin IDA 9471-5.



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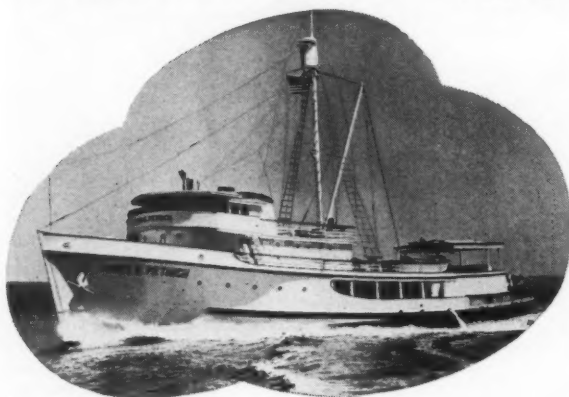
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World's largest Monel tailshaft drives 1800 h.p. tuna clipper



Take a good look at the 150' *Mary E. Petrich*, latest clipper built by WESTERN BOAT BUILDING COMPANY, Tacoma, Wash.

The biggest vessel ever laid from keel up especially for the tuna fleet, she is powered by an 1800 hp, 10-cylinder Fairbanks-Morse diesel.

Her Monel tailshaft* is the largest ever furnished for a fishing vessel. Its diameter at the bearings is 8½", its length 24 feet. And it weighs over 2½ tons!

A king-size shaft for anybody's boat! And king-size reasons govern its choice for the *Mary E. Petrich*, just as they do for the smaller Monel shafts in the clipper's 14 bait pumps and its 18-foot tuna tender.

Like most marine experts, WESTERN BOAT BUILDING COMPANY prefers Monel because of its unusual combination of good properties. Forged to U. S. N. specs, the shaft they installed meets requirements of the A.B.S. for Monel tail shafts, with properties considerably above those for A.B.S. grade 2 steel forgings for steel propeller shafts.

Monel's extra strength and stiffness mean less vibration, less whip, less bearing wear. Monel is, in addition, rustproof and highly resistant to salt water corrosion . . . so lay-ups and repair bills are few and far between.

No wonder fishermen, shrimpers and tuna fleets consistently report that Monel shafts pay their way. It couldn't be any different! Call your local boatyard and find out how *you* can save trouble and money with SEAGOIN* Monel.

THE INTERNATIONAL NICKEL COMPANY, INC
67 Wall Street, New York 5, N. Y.



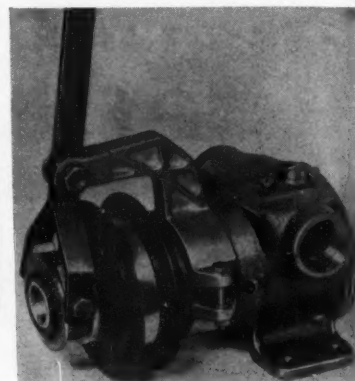
Monel* ...It's the SEAGOIN* metal!
*Reg. U. S. Pat. Off.



Calif., and General Metals Corp., of Los Angeles, Oakland and Houston.

William E. Butts, president of the new Corporation, announces that there will be no change in the existing operations or policies of any of the divisions.

Jabsco marine pump with new throw-out clutch which allows the pump to be engaged or disengaged by a small control handle. A ball lock, V-belt mechanism is attached to the pump shaft, and the control linkage mounts on the pump housing. This arrangement eliminates the need for an additional shaft or outboard bearing.



Literature on Nordberg Gasoline Engines

Publication of an eight-page, two-color bulletin describing and illustrating Nordberg gasoline marine engines has been announced by Nordberg Mfg. Co., Milwaukee 7, Wis.

Bulletin 143-C details the advance construction features and gives specifications of the three basic, six-cylinder, 90 to 135 hp. models of Nordberg gasoline marine engines which are available for direct or reduction gear drives in ratios of 1.88, 2.44, 3.32 and 4.12 to 1.

Also contained in the bulletin are illustrations of typical installations and cross-section cutaways of the Nordberg Sta-Nu-Tral clutch and reverse and reduction gear assembly. A chart gives horsepower ratings at both engine and propeller rpm. for direct and reduction gear drive.

Plastikon Rubber Putty Bulletin

A new catalog section on its Plastikon rubber putty, recommended for many types of glazing and sealing and particularly suitable where vibration, corrosion or moisture exists, has been published by The B. F. Goodrich Co., Akron, Ohio.

The section cites the advantages of the product, gives directions for use and lists stock colors and grades. Special grades are available for unusual services.

Among uses for which the product is recommended are for boats and ships. Plastikon rubber putty can be applied with caulking guns, bulb applicators or putty knives.



Booth Fisheries Corp. 1-pound package of "Tastyloins" quick-frozen fish fillets which features a new full-color picture wrapper. It is a completely closed, top opening, wax lined carton, that is overwrapped and sealed to make an air-tight, waterproof package with maximum flavor protection. The eye-appealing wrapper illustrates a plate of fillets garnished with parsley and lemon. The new package is used for ocean perch, haddock, cod, sole, blue pike and wall-eyed pike fillets.

Mr. Fisherman: You are interested in these features of the new Cat Marine Engines



- 1 Only 118 inches overall length.
- 2 All pistons, rods and main bearings are easily accessible through large inspection doors without tipping the engine.
- 3 Short dimension gear reduction front power take off.

Ask Sid Rideout, PEMCO Sales Engineer for more details

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NEW BEDFORD

Yellowtails Leading Variety in July

Fish and shellfish landings at the Port of New Bedford totaled 14,207,400 lbs. worth approximately \$1,221,786 during the month of July. The yellowtail flounder catch was heaviest, accounting for 2,283,200 lbs. of the total, with the 1,330,400-lb. scallop yield taking second place. Mixed fish for reduction and animal food totaled 7,630,800 lbs.

"Gertrude O." Caught in Hurricane

Towed into New Bedford harbor on August 23 by the Coast Guard cutter out of Nantucket was the 60' *Gertrude O.*, swordfisherman operating out of New Bedford.

Capt. Ellis Henry, Jr. reported that he was caught in the fringe of the hurricane 80 miles southeast of Nantucket Lightship when his vessel broke down. The wind was blowing at 65 miles an hour and the radio was out of commission.

The six-man crew rigged up a big square of canvas to see if they could beat the hurricane to port. But in a short time the wind had torn the sail and rigging to shreds. The vessel was shipping a lot of water and soon the cargo of eight swordfish and ice started to shift.

The vessel heeled way over and it looked as if the crew would be forced to take to the dories. The pumps were not working and it was necessary to bail with buckets. Capt. Henry finally decided to dump the catch and all the ice. That righted the boat and about that time the wind died down.

The vessel then drifted for three days until the *Mary J. Landry*, a Philadelphia boat that fishes out of New Bedford, came alongside and radioed for the Coast Guard. The *Gertrude O.* had drifted about 100 miles to a position 20 miles southeast of Great Point. She is owned by Manuel Frates of Tiverton, R. I.

Overhauling and Outfitting

At Beaconside Boat Co., Fairhaven, R. Samuel Green's dragger *Lera G.* has had storm damage repaired and Lee Broderick's *Cape Cod* has been changed over to scalloping. The *Pearl Harbor*, owned by Capt. John Bendicksen, and the *Pelican*, skippered by Jack Simonsen, have had shaft and wheel replacements. Morris Phillips' *Bobby and Harvey* has been hauled out for repairs and painting, and the *Friars*, owned by William McLean, has had sheathing replaced.

Capt. John G. Murley's *Teresa & Jean* has had a general overhaul at D. N. Kelley & Son, Inc. A new shoe has been installed aboard the *Barbara*, owned by Magne Risdol, and a general overhaul has been done on the *Catherine T.*, owned by Mrs. Catherine Flanagan of Nantucket.

The *Connecticut*, owned by Capt. Michael Smith of New Bedford, is to be renamed the *Junojaes*. The original *Junojaes*, fishing out of Gloucester, has been renamed *Francis L. McPherson*.

A 75-watt Jefferson-Travis radiotelephone and Submarine Signal Fathometer have been installed aboard the new *Junojaes* by Whitehead Marine Radio Co.

Whitehead Marine Radio also has furnished Carl Beckman's *Pelican* with a 25-watt Apelco radiotelephone.

A Wilfrid O. White & Sons Constellation compass has been installed aboard the *Sea Hawk*, skippered by Capt. Bill Main, and a White Surecho depth sounder has been installed on Lee Broderick's scalloper *Cape Cod*, by A. Russell Gifford.

Freak Lobster

Capt. Larn Flemm of the *Viking* recently brought in a freak lobster which was found in the southeastern part of Georges Banks. The one-clawed lobster had a tiny second claw growing out of its main stem and is believed to be the only one of its kind ever caught.

Dredge Removing Shoals

The hopper dredge *Lyman*, of the Corps of Engineers, has been detailed to do maintenance dredging and to remove several shoals in the approaches to the port of New Bedford.

Two-fisted Power for Work Boats

New *Universal* **Super Six**



Here is a marine motor that's built for the toughest work boat service. The Stevedore models of the new Super-Six pack more power and punch than you've ever seen in a motor its size. There's brawn where it belongs for sustained, year-after-year faithful service . . . refinement where it's needed for smoothness and economy . . . finest precision workmanship throughout. Compare the Super-Six with any other marine motor in its class and you'll *know* it's super. It will bring your operating costs down to a new low—push performance up to a new high.

Send for the facts on the Super-Six now! It's priced with the lowest.

Super-Six Stevedore **King of its Class!**

- 130 honest, hard working horsepower delivered at the wheel
- Smooth at all speeds—will idle all day at 400 r.p.m.
- 12-volt ignition is standard equipment
- 7 bearing, precision counterbalanced crankshaft
- Replaceable bearing shells
- Full length water jackets
- Built-in hand sump pump
- Solid or rubber 22½" mountings
- With reduction drive you need
- Available with front-end power take-off

Universal Motor Co.

436 Universal Drive • Oshkosh, Wisconsin

THE WORLD'S LARGEST BUILDER OF 100% MARINE MOTORS

Fish Landings

For Month of August

Hailing fares. Figure after name indicates number of trips.

GLOUCESTER

Alden (1)	25,000	Lou Sam (2)	8,500
Alvin T. Fuller (3)	174,500	Madame X (6)	73,000
American Eagle (1)	58,000	Magellan (3)	154,000
Anna Guarino (9)	89,000	Malolo (2)	147,000
Anna Mae (1)	11,000	Manuel F. Roderick (2)	217,000
Annie (8)	66,000	Margie (2)	15,000
Annie II (6)	28,500	Margie L. (5)	43,000
Ann & Marie (8)	64,500	Margie O. (1)	10,000
Anthony & Josephine (5)	71,000	Margie & Roy (8)	23,000
Ariel (8)	35,000	Maria Immaculata (9)	151,000
Baby Rose (2)	267,000	Marie & Winifred (3)	132,000
Barbara C. (5)	71,000	Marion & Alice (1)	80,000
Benjamin C. (3)	574,000	Mary (9)	83,200
B. Estelle Burke (3)	191,500	Mary F. Curtis (2)	245,000
Bethulia (2)	50,500	Mary Jane (2)	211,000
Bobby & Jack (2)	173,000	Mary & Josephine (2)	330,000
Bonaventure (2)	255,000	Mary M. (4)	45,000
By-Cracky (2)	21,500	Mary Rose (3)	381,000
California (3)	139,000	Mary W. (1)	13,000
Cambridge (1)	170,000	Mellena II (7)	70,000
Capt. Drum (5)	160,000	Mother Ann (2)	325,000
Cara Cara (1)	130,000	Nancy F. (8)	131,500
Carlo & Vince (7)	164,000	Natale III (2)	111,000
Carol Ann (2)	228,000	Noah A. (2)	26,000
Carolne & Mary (1)	150,000	No More (2)	21,000
Caspian (2)	118,500	Novelty (6)	86,000
Catherine (6)	44,000	Nyoda (5)	101,000
Catherine Amireault (2)	282,000	Olivia Brown (2)	142,000
Cavalier (1)	30,000	Paul Howard (2)	251,000
Chanco (1)	150,000	Philip & Grace (2)	235,000
Charlotte M. (1)	100,000	Phyllis & Mary (3)	70,700
Chebeague (8)	110,500	Pilgrim (2)	333,000
Cigar Joe (4)	80,000	Pollyanna (1)	80,000
Columbia (2)	323,000	Positive (2)	280,000
Conquest (2)	247,000	Priscilla (5)	64,000
Curlew (2)	339,000	Providence (1)	11,000
Dale (3)	13,000	Puritan (2)	287,500
Dartmouth (2)	145,000	Raymonde (2)	140,000
Dawn (8)	91,000	R. Eugene Ashley (3)	131,500
Dolphin (4)	430,000	Rita B. (2)	117,500
Doris H. (3)	45,000	Ronald & Mary Jane (2)	264,000
Eastern Point (9)	297,000	Rose & Lucy (5)	91,500
Eleanor (2)	70,000	Rosemarie (2)	66,500
Eleanor Mae (2)	24,000	Rose Mary (3)	14,000
Emily Brown (1)	190,000	Rosie Gracie (4)	103,000
Estrela (1)	180,000	Sacred Heart (5)	47,000
Eva II (5)	52,000	St. Anthony (2)	291,000
Falcon (6)	78,000	St. John (8)	90,200
Felicia (2)	428,000	St. Joseph (4)	178,000
Florence & Lee (2)	229,000	St. Nicholas (2)	303,000
Frances R. (6)	206,000	St. Peter (3)	44,000
Francis K. (1)	60,000	St. Peter II (1)	91,000
Francis McPherson (2)	320,000	St. Providence (8)	88,500
Frankie & Jeanne (6)	40,000	St. Victoria (3)	205,500
Frankie & Rose (1)	2,000	Salvatore & Grace (3)	198,000
Frederick H. (3)	96,000	Santa Lucia (8)	76,000
Gertrude E. (6)	42,500	Santa Maria (2)	94,000
Golden Eagle (1)	122,000	Sea Hawk (2)	112,500
Gudrun (2)	270,000	Sea Queen (1)	80,000
Hazel B. (1)	118,000	Sea Rambler (2)	90,000
Hilda Garston (2)	239,000	Sebastiana C. (3)	141,000
Holy Family (2)	203,000	Serafina (1)	15,000
Ida & Joseph (2)	97,000	Serafina II (4)	148,000
Irma Pauline (2)	49,500	Serafina N. (10)	245,500
Irma Virginia (7)	92,000	Skilligolee (3)	157,000
Isabelle J. (1)	3,000	Sol (3)	158,000
Jackie B. (3)	157,000	Sunlight (2)	233,000
Jackson & Arthur (7)	84,000	Superior (2)	220,000
J. B. Junior (7)	160,000	Sylvester F. Whalen (2)	325,000
Jennie & Julia (3)	76,000	The Albatross (2)	265,000
Jennie & Lucia (3)	160,000	Theresa M. Boudreau (1)	190,000
Johnny Baby (8)	73,000	Thomas J. Carroll (2)	112,000
Joseph & Lucia (2)	334,000	Trimembral (8)	79,000
Joseph S. Mattos (1)	45,500	Uncle Guy (2)	120,000
Josie II (9)	85,000	Vernon & Bessie (1)	7,000
Julie Ann (2)	325,000	Vida D. (1)	15,000
Killarney (1)	165,000	Viola D. (6)	40,400
Kingfisher (2)	310,000	We Three (8)	78,000
Lasseghn (7)	40,000	Wild Duck (3)	446,000
Little Flower (5)	136,000	Win Story (3)	133,000

Scallop Landings (Gallons)

Anna (1) 700

Swordfish Landings (No. of Fish)

Doris F. Amero (1) 41 Ronald & Mary Jane (1) 1

NEW YORK

Black Hawk (1)	17,000	Katie D. (1)	56,000
Elm (1)	1,700	Mary K. (1)	50,000
Felicia (2)	101,000	Sally & Eileen (1)	36,000
John G. Murley (1)	50,000	Teresa & Jean (2)	125,000

Scallop Landings (Gallons)

Antonina (1)	500	New Dawn (2)	2,050
Beatrice & Ida (3)	2,325	Olive M. Williams (4)	3,335
Benjamin Bros. II (1)	1,000	Peerless (1)	275
Bright Moon (2)	1,250	Phyllis J. (2)	1,600
Buzz & Billy (2)	1,800	Quest (2)	900
Catherine C. (2)	1,750	Rainbow (1)	1,000
Charlotte (1)	700	Reid (2)	1,600
Falcon (1)	400	Richard Lance (4)	3,175
Florence B. (4)	4,062	Rockaway Belle (3)	1,825
Friendship (1)	600	Rosalie F. (3)	3,000
Gloria F. (3)	3,000	S #31 (3)	2,900
Hazel S. (3)	1,343	St. Rita (1)	950
Julia K. (2)	1,000	Sea Gull (1)	100
Malvina B. (3)	2,600	Sunapee (1)	1,100
Mary (1)	700	The Queen (2)	2,000
Mary Ellen (2)	1,600	Venture (2)	1,000
Mary K. (3)	545	Victoria (2)	1,400
Midway (3)	1,650	Whaling City (2)	1,250

NEW BEDFORD

Adventurer (4)	64,400	Kelbarsam (3)	46,400
Alva (2)	7,500	Lera G. (1)	7,200
Angeline (1)	5,500	Liberty (3)	22,600
Anna C. Perry (2)	12,000	Little Joe (2)	30,800
Annie Louise (3)	34,300	Madeline (3)	16,800
Annie M. Jackson (2)	30,400	Maria-Julia (4)	54,800
Arnold (3)	44,600	Mary J. Hayes (2)	79,400
Arthur L. (4)	77,300	Mary & Joan (1)	57,700
Austin W. (3)	49,600	Mary & Julia (3)	95,400
Bernice (2)	3,000	Meta & Margaret (3)	66,100
Cape Cod (3)	36,700	Mildred & Myra (1)	12,000
Capt. Deebold (1)	24,400	Minnie V. (1)	5,700
Carol & Dennis (1)	17,400	Molly & Jane (4)	81,400
Carole June (1)	31,900	Noreen (3)	191,800
Carolina (1)	35,000	Paolina (3)	104,900
Catherine T. (3)	129,500	Papoose (2)	14,600
Chas. E. Beckman (4)	60,500	Pauline H. (4)	226,800
Connie F. (4)	90,200	Penguin (3)	16,200
C. R. & M. (5)	102,500	Phyllis J. (3)	27,700
Dauntless (4)	65,300	Plymouth Belle (4)	66,700
Driftwood (4)	23,600	Princess (3)	59,200
Ebenezer (2)	6,800	Princess (R.I.) (1)	4,300
Elva & Estelle (4)	55,300	Reliance (2)	4,800
Etta K. (3)	54,000	Roann (3)	65,500
Eugene & Rose (3)	47,100	St. Ann (2)	33,600
Eunice-Lillian (3)	69,600	St. Anna (1)	20,000
Gannet (3)	152,500	St. George (3)	5,700
Gladys & Mary (3)	117,800	Sally & Eileen (1)	22,900
Gloucester (2)	49,400	Sandra & Jean (2)	71,000
Growler (4)	63,200	Sea Fox (5)	78,700
Gussie B. (4)	14,000	S. M. Murtosa (1)	7,400
Helen B. (3)	70,600	Solveig J. (3)	89,700
Hope (3)	21,100	Stanley B. Butler (4)	195,000
Huntington Sanford (1)	6,000	Susie O. Carver (5)	47,600
Invader (2)	41,500	Teresa & Jean (2)	55,700
Irene (1)	11,500	Two Brothers (Conn.) (1)	26,000
Ivanhoe (4)	127,100	Two Brothers (NBD) (3)	22,900
Jacintha (3)	148,600	Two Brothers (N.J.) (2)	35,700
Janet Elise (5)	28,200	Two Bros. (R.I.) (2)	41,500
Jean & Tom (1)	11,900	Venture 1st (2)	84,500
Joan & Tom (3)	46,000	Victoria (3)	18,500
Joan & Ursula (2)	48,700	Victor Johnson (4)	66,100
John G. Murley (1)	38,500	Viking (6)	96,000
June Bride (3)	53,100	Virginia (2)	53,200
Katie D. (1)	13,200	Whaler (3)	102,000

Scallop Landings (Gallons)

Abram H. (3)	3,375	Lainee K. (2)	2,150
Adele K. (2)	2,250	Liboria C. (2)	2,050
Agda (1)	1,125	Linus S. Eldridge (3)	3,375
Alice J. Hathaway (2)	2,150	Louis A. Thebaud (2)	2,280
Alpar (3)	3,375	Lubenray (2)	1,750
Amelia (3)	3,091	Malene & Marie (3)	2,950
Anna (2)	615	Marie & Katherine (2)	2,050
Antonina (3)	2,494	Marmax (2)	1,875
Antonio (2)	2,050	Martha E. Murley (2)	2,250
Barbara (2)	1,250	Mary Anne (2)	2,135
Barbara M. (3)	2,550	Mary Canas (1)	900
Bobby & Harvey (2)	2,150	Mary E. D'Eon (3)	3,300
Bright Star (2)	2,250	Mary J. Landry (2)	2,150
Camden (1)	1,025	Mary R. Mullins (2)	2,285
Catherine & Mary (2)	1,725	Mary Tapper (3)	3,170
Charles S. Ashley (3)	3,425	Moonlight (3)	2,890
Christina J. (3)	2,875	Murriel & Russell (1)	1,025
Conquest (1)	200	Newfoundland (3)	3,375
Carol & Estelle (4)	3,328	Palestine (2)	2,005
Dagny (1)	1,025	Pearl Harbor (3)	3,375
Doris Gertrude (3)	2,450	Pelican (4)	3,710
Dorothy & Mary (3)	3,375	Porpoise (3)	3,375
Edith (1)	700	Red Start (3)	2,894
Elizabeth N. (2)	2,200	Sea Hawk (3)	3,075
Fairhaven (2)	2,150	Sea Ranger (3)	2,975
Flamingo (3)	3,305	Shannon (2)	1,350
Fleetwing (2)	1,775	Smilyn (4)	3,775
Francis J. Manta (2)	1,180	The Friars (2)	2,050
Irene & Mabel (2)	1,500	Theresa A. (3)	1,275
Janet & Jean (3)	3,375	Ursula M. Norton (3)	3,275
Jerry & Jimmy (3)	3,375	Virginia & Joan (2)	2,025
Josephine & Mary (3)	3,375	Wm. D. Eldridge (3)	3,275
Kingfisher (3)	3,350	Wm. H. Killigrew (2)	2,280

Swordfish Landings (No. of Fish)

Anastasia E. (1)	39	Little Joe (1)	1
Bozo (2)	52	Princess (1)	2
Diana Jane (3)	6	Rita (1)	57
Huntington Sandford (1)	10	Rose Jarvis (1)	11
Idlewild II (2)	18	Sonny & Joyce (4)	23
Jennie M. (3)	20	Southern Cross (1)	20
Jessie Dutra (1)	2	Two Bros. (Conn.) (2)	43
Liberty (1)	7	Winifred M. (1)	43

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YOU GET WHAT YOU WANT when you rig with Roebling Wire Rope... performance you can depend on... service that lasts longer and cuts down your costs!

Steel used in Roebling Wire Rope for Rigging and Trawler Lines is made in Roebling's own steel mill for utmost strength, toughness and long life under all conditions of sea and weather. Every step in drawing the wire and stranding is performed with painstaking care and by the most modern, precision machines. Roebling is the most famous name today wherever wire rope is at work, ashore and afloat.

There's a type and size of Roebling Wire Rope to meet your every requirement. Call on your Roebling Field Man to help you choose the right ropes for best service at least cost. John A. Roebling's Sons Company, Trenton 2, N. J.

ROEBLING



A CENTURY OF CONFIDENCE

For any marine purpose . . .

CHRIS-CRAFT MARINE ENGINES

. . . are the world's best buys!



Model B, 60 h.p.

Model K, 95 h.p.



Model KL, 105 h.p.



Model KBL, 131 h.p.



Model M, 130 h.p.



Model ML, 145 h.p.



Model MBL, 158 h.p.



Model W, 160 h.p.

RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

READ WHAT USERS SAY!



Blaine
Stubblefield

"My Chief Joseph, powered with two Chris-Craft Marine Engines, is the first passenger vessel ever to run Hell's Canyon," writes Blaine Stubblefield, Weiser, Ida. "We travel Snake River 212 miles, Weiser to Lewiston, through this continent's deepest gorge and toughest rapids. We ship water, dousing the engines; run full-throttle in shallow mooring, churning gravel that chews our propellers; and gun the engines through 15-ft. swells. Yes, Chris-Craft Marine Engines are the world's best buy!"

Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for **FREE** catalog.

Chris-Craft

MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS

BOSTON

Acme (7)	127,000	Maria Del S. (6)	87,600
Addie Mae (8)	120,300	Maria Giuseppe (2)	9,600
Adventure (3)	283,300	Marietta & Mary (5)	137,300
Agatha & Patricia (4)	206,700	Maris Stella (3)	282,300
Alphonso (6)	89,800	Marjorie (3)	66,900
American Eagle (3)	124,200	Marjorie Parker (2)	78,500
Angie & Florence (4)	101,900	Marsala (3)	125,300
Annie & Josie (7)	101,900	Mary & Jennie (5)	78,800
Arlington (3)	432,000	M. C. Ballard (4)	248,800
Assertive (3)	333,500	Michael G. (7)	87,300
Atlantic (4)	409,300	Michigan (3)	415,200
Ave Maria (8)	156,100	Nancy B. (5)	156,300
Barbara C. Angell (1)	85,000	Natale III (3)	139,800
Bay (3)	361,300	Neptune (4)	336,800
Bonnie (2)	244,800	Nova Antonio (4)	32,600
Brighton (3)	230,000	Nyanza (1)	20,000
Calm (3)	450,900	Nyoda (1)	34,000
Cambridge (2)	261,900	Ohio (2)	129,400
Carmela Maria (4)	89,900	Olympia (3)	126,600
Carole June (2)	127,000	Olympia La Rosa (3)	163,200
Catherine B. (Dragger) (4)	170,600	Pam Ann (3)	264,000
Catherine B. (L. Tr'ler) (3)	18,100	Phantom (3)	385,500
Clipper (4)	216,400	Phyllis & Mary (2)	32,500
Crest (2)	265,500	Pioneer (7)	102,700
Curlew (8)	93,900	Plymouth (3)	350,900
Diana C. (4)	107,300	Princess (4)	35,600
Drift (2)	264,500	Quincy (3)	322,800
Eddie & Lulu M. (9)	77,600	Racer (2)	186,500
Elizabeth B. (2)	120,200	Red Jacket (3)	325,200
Esther M. (3)	296,000	Robert & Edwin (7)	72,400
Estrela (1)	87,700	Roma (4)	34,800
Eva M. Martin (7)	71,200	Rosalie D. Morse (3)	311,200
Famiglia (3)	76,500	Rose Mary (2)	15,800
Fanny F. Hickey (1)	6,800	Rosie (8)	115,800
Flow (2)	168,700	Rush (3)	294,500
Flying Cloud (4)	429,000	Sacred Heart (7)	80,000
4-G-370 (4)	36,400	St. Anna (6)	36,600
4-G-673 (2)	11,500	St. Francis (5)	57,800
4-G-823 (1)	6,200	St. Peter (3)	76,200
4-H-823 (1)	5,500	St. Peter II (3)	248,900
Francesca (1)	3,900	St. Rosalie (2)	92,500
Geraldine & Phyllis (3)	158,200	San Antonio (2)	8,600
Hornet (6)	73,200	San Calogero (5)	69,800
Ida & Joseph (2)	71,600	Santa Maria (1)	18,500
Iva M. (3)	105,600	Santa Rita (4)	27,300
J. B. Junior (3)	324,700	Santa Rosalia (5)	29,600
J. B. Junior II (7)	96,400	Savoia (6)	60,900
Joe D'Ambrosio (7)	46,400	Six Bros. II (3)	9,200
Josephine (4)	15,400	Surge (3)	473,000
Josephine F. (4)	45,900	Texas (3)	303,000
Josephine P. II (3)	132,800	Thomas Whalen (3)	342,200
Josie M. (5)	64,400	Triton (4)	384,800
Leonarda (6)	66,300	Two Pals (7)	73,300
Leonard & Nancy (4)	149,600	Uncle Guy (1)	37,600
Little Joe (6)	30,800	Virginia (1)	70,500
Little Nancy (5)	146,600	Wave (3)	432,700
Lorine III (3)	97,100	Weymouth (4)	348,600
Louise (3)	228,600	Wm. J. O'Brien (4)	366,500
Lucky Star (2)	128,900	Winchester (3)	298,000
Lynn (3)	286,700	Winthrop (3)	321,700
Mabel Mae (4)	269,800	Wisconsin (2)	326,100
Maine (3)	344,500	Yankee (1)	18,400
Margaret Marie (7)	82,300		

Scallop Landings (Gallons)

Yankee (2) 635

Swordfish Landings (No. of Fish)

Doris F. Amero (1)	88	Jorgina Silveira (1)	68
Edith L. Boudreau (1)	102	Lady of Good Voyage (1)	81
Eugenia J. (2)	33	Rosemarie V. (1)	53
Evelina M. Goulart (1)	84	Tina B. (1)	91
Jean & Patricia (2)	121		

STONINGTON, CONN.

Alie 2nd (12)	7,800	Mary A. (21)	16,600
Alpen (2)	300	Mary Ann (18)	15,500
Amariad (6)	1,400		*54,700
America (21)	33,300	Mary H. (17)	15,800
	*5,200	Motes (2)	400
Averio (15)	9,000	New England (10)	2,600
Bette Ann (15)	15,400		*39,900
Betty Boop (10)	10,300	Old Mystic (14)	12,900
Bulldog (1)	600		*16,100
Carl J. (19)	21,500	Our Gang (16)	30,100
Carolyn & Gary (17)	26,700		*80,400
Connie M. (15)	14,300	Pvt. Frank Kessler (1)	3,000
	*35,000	Ranger (2)	2,800
Edna (1)	700	Rara Avis (5)	4,000
Eleanor (14)	8,000	Rita (4)	11,900
Fairweather (17)	39,200	Russell S. (1)	400
Fatima (14)	4,000	St. Peter (16)	11,800
Five Sisters (2)	1,200	Seaway (2)	900
Harold (19)	14,600	Theresa (1)	500
Irene & Walter (8)	37,300	Vagabond (16)	13,200
Jane Dore (14)	13,600		*71,800
Kwasind (16)	11,600	William B. (19)	30,600
Laura (18)	4,300	Wm. Chesebrough (11)	30,200
Lindy (16)	12,300		
Lisboa (17)	13,100	(* Trash Fish)	
Marise (13)	9,600		

PORTLAND

Agnes & Elizabeth (3)	134,800	Araho (3)	221,600
Alexander (1)	2,000	Belle Isle (2)	70,900
Alice M. Doughty (5)	209,100	Carolyn & Priscilla (2)	89,500
Althea (3)	52,800	Casco (3)	74,600
Andarte (2)	101,800	Cecil W. (4)	251,000
Annie Louise (6)	79,700	Challenger (10)	92,900

(Continued on page 43)

Rhode Island Bay Scallops Expected to Be Small

Rhode Island shellfishermen are looking forward to the opening of the bay scallop season on September 15. Although the bivalves are expected to be small this year, it is predicted that they will bring a fair price on the wholesale market.

The places where the main portions of the scalloping fleet are expected to go the night before the opening day are Salt Pond, Little Narragansett Bay, Wickford, off East Greenwich and Sakonnet.

Edward C. Hayes, Jr., of the Fish & Game Division, reported early in September that about 40 applications had been received for scallop licenses out of a possible 600 applications expected before the season is over.

Clam Supply Grows

Bristol shellfish dealers had a plentiful supply of clams on hand early last month after a 10-day famine which found clams in short supply at the height of the clam-bake season.

A low, moon tide enabled clam diggers to get at beds which for more than a week had been covered by high tides resulting from a northeast storm.

John Hudson, a partner in the Gladding Seafood Co., said the short supply at a time when the clam-bake season was reaching its peak had resulted in a jump of about a dollar a bushel on the wholesale price of clams.

Hudson pointed out that clam beds in the shallow waters along the Bristol shore have been exhausted and that diggers must now seek clams in deeper water.

Huge Sea Turtle Landed

A sea turtle, estimated to weigh between 700 and 800 lbs., was harpooned last month by Richard Wagner of New Bedford, a crewman aboard the *Princess* out of Point Judith. The catch was made when the *Princess*, skippered by Jim Mello, was swordfishing on Georges Bank. The sea-going giant was hauled into Newport.

Dredging for Horseshoe Crabs

Ray G. Gladding of Bristol, owner of the former oyster boat *Saltesea*, has been searching for horseshoe crabs in the Providence River. Making 25 hauls a day, and when fishing is good bringing up from 25 to 150 horseshoe crabs each haul, Gladding is engaged in supplying bait to the fishermen who search for eels and periwinkles.

He uses a sea scallop dredge with a 9'6" spread in rounding up a boatload of horseshoe crabs. This has a chain instead of teeth, along the lower edge and is supposed to skim the bottom mud rather than dig in.

Gladding sells his male horseshoe crabs for a nickel apiece, females for 10c, and females with eggs for 15c. So far he has sold all he has been able to catch.

Oyster Season Gets Underway

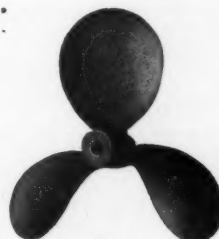
The Rhode Island oyster season was expected to open on September 11, and according to Mrs. Benjamin D. Rooks of the B. J. Rooks & Son Oyster Co., Warren, an inspection of the oyster beds revealed that the bivalves were very well developed and the meat more than satisfactory.

The beds appeared to be in top condition with no signs of pests like starfish anywhere in sight.

Chanco (1)	145,000	Ocean Clipper (4)	248,900
Cherokee (4)	180,800	Ocean Wave (4)	224,400
Clara Louise (1)	43,000	Onward (1)	2,000
Courier (2)	177,000	Powhatan (3)	164,000
Crescent (16)	379,900	Queen of Peace (2)	50,000
Cynthia (10)	122,000	Resolute (3)	159,000
Elinor & Jean (4)	164,700	Richard J. Nunan (2)	98,300
Ethelina (5)	193,500	Richard N. (1)	37,800
Evzone (1)	30,700	St. Michale (13)	177,900
Florence & Lucy (3)	157,400	Sea King (3)	121,400
Hazel B. (2)	92,800	Silver Bay (2)	290,000
Lawson (4)	232,700	Theresa H. (2)	76,000
Lilo (4)	71,000	Thomas D. (3)	293,000
Lucy Scala (6)	168,000	Vagabond (3)	170,400
Manchinch (2)	118,600	Vandal (3)	210,900
Marjorie Parker (1)	16,200	Vida E. (14)	203,300
Mary & Helen (14)	163,900	Vida W. (1)	13,100
Nora Sawyer (12)	195,300	Voyager (3)	97,400
Notre Dame (1)	106,000	Willard Daggett (7)	165,000

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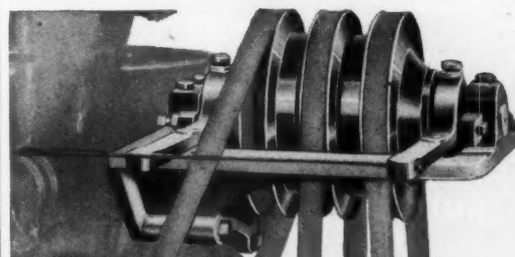


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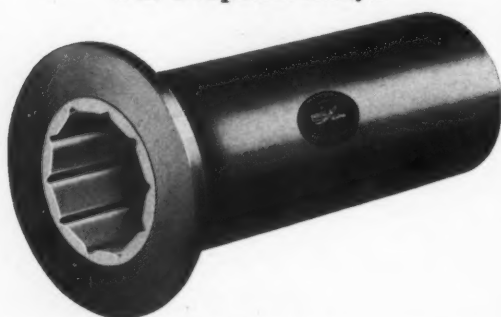
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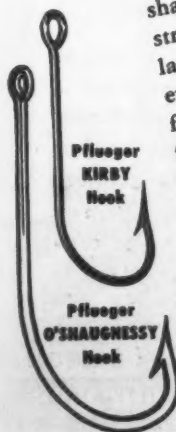
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Hook

Fishing Boat Design

(Continued from page 15)

This is partly the designer's fault, and partly an inherent deficiency in wood as a hull material.

Many wood vessel designers will figure hull wood weight at forty or forty-five pounds per cubic foot. In a vessel submerged for any length of time, the actual hull weight becomes much more than this. If the wood was not carefully chosen it may eventually weigh more than sixty pounds per cubic foot. When a hull sinks eighteen inches more than designed, she is a different, and much slower hull.

Trim is also an important factor in maintaining a designed speed. The tendency among fishermen is to ignore these factors. This is one of the important arguments for steel construction.

Advantages of Steel

You are aware of the more obvious arguments for steel construction. One of them which has not been given sufficient emphasis, it seems to me, is the elimination of caulking. It's not just a matter of tying the vessel up for re-caulking every three years, or whatever the case may be, but the matter of safety and insurance rates. Caulking always drops out at a critical time, during storm conditions. This is perhaps the leading factor in our high loss of fishermen at sea.

Steel vessels cost more, some say. This is not necessarily true. But even if it were, we have got to stop thinking in terms of first cost. When you are financing a project first cost means absolutely nothing. What we are interested in is profit. If we have to double our first costs to increase our profit by ten percent, let's do it.

It is true that you cannot ignore a steel vessel for a time and then reclaim her, the way you can a wooden one. She requires regular maintenance. But it is cheaper maintenance. It only gets expensive when you let it lapse.

Maintenance Program

That brings me to the general topic of maintenance. The successful competitor of the future is going to have to become maintenance-minded to an advanced degree. His philosophy will be maintenance to prevent failure, not to correct it. In other words, fishing vessels will be maintained like naval vessels and airplanes.

Main engines and auxiliaries will be overhauled on a schedule, by a staff of specialists, in a well equipped shop. Rigging and gear will be checked with a carefully prepared list after every trip. Each vessel will have a painting schedule to cover every painted surface in the boat. Take a look at every successful industry in this country and see if they don't treat their equipment this way.

Fishermen do not have opportunity for maintenance when they are at sea. But the engineer must. The requirement that the engineer be a fisherman is not realistic. The engine room on a modern fisherman is a place for a man highly trained in engines, not in fishing. He must be permitted all the time safe operation and maintenance requires. It is false economy to have him working on deck while a bearing is burning out below.

The stability problem of a fisherman is not a ballast problem. It is a hull form problem, and a top weight problem. Aluminum alloys are now more resistant to corrosion than mild steel. They should be used to replace it above the main deck. They will cut the weights in half wherever they are used.

To demonstrate what all the foregoing can mean to the price of fish at the wharf, I am constructing a rig to enable me to perform self-propelled model tests. The first test will compare a modern one hundred foot wooden dragger with my concept of a dragger designed by the new approach. Incidentally, the steel hull of this proposed dragger will be much cheaper to build than the steel hulls of conventional draggers.

Freezing Round Fish at Sea

The proposed hull allows for freezing equipment and I am awaiting the results of the Fish & Wildlife Service's

experiments in freezing fish round at sea. If the proposed scheme of freezing round at sea, followed by partial unfreezing for processing, and then refreezing of fillets appears practical, it may be a better bet for the port of Gloucester than the factory ship scheme. There is not much sense to burdening vessels with living accommodations for processing workers and factory equipment, when they are both well established on shore.

The freezing of round fish at sea plan would do three important things for the fishing industry: (1) it would produce a quality of fish that would greatly increase the market. (2) it would permit our shore plants to distribute their work load evenly throughout the year by the simple expedient of storing the round fish in freezers until they are ready to process it. (3) it would permit our vessels to come in with full holds. Can we sincerely say that we are trying to cut costs when we permit our vessels to come in with holds that are one third full trip after trip?

The shrouded propeller, which is being used with great success to increase the towing speeds of tugs, offers even greater advantages to draggers. It may increase towing by eighty percent, when used on hulls designed for it. It will eliminate fouling of warps in propeller and will lessen pitching.

In the new freezing ship, do we want to continue the trend of increasing free running speeds? Or, since it no longer would be necessary to race out to keep the ice from melting, and to race home to keep the fish from spoiling, do we want to taper off at say, twelve or thirteen knots?

What about icing in the winter months? Should we consider making all standing rigging of aluminum tube and piping steam through it when it starts to ice-up?

What about fishing gear and methods? There is a crying need for a rigorous analysis of every piece of gear and every traditional method. I visualize the dragger of the future spreading its net by means of two paravane-like electronic nerve centers which, besides spreading the net with desired tension in the foot rope, would transmit a continuous television picture of what is happening at the net mouth onto a two-part screen in the wheel house. The same doors would be used for trawling at varying depths above the ocean floor.

Continuance of the practice of towing two large chunks of ocean behind two barn doors just to keep a net spread is indicative of competitive immaturity. If hydrofoil doors don't handle as easily, that doesn't mean they should be abandoned. We should find out why they don't handle as easily, and try again.

South Carolina Shrimper Explodes

A deck hand received serious injuries when the 48' shrimp trawler *Capt. Wells* exploded and burned at the dock at Sams Point, S. C. last month.

Dan Jones was hospitalized with painful burns when the gasoline explosion trapped him in the engine room of the boat.

The *Capt. Wells* was towed to midstream where a hole was made in the side to sink her. The following morning the burned hulk was beached for salvage.

Better Facilities for Fishing Fleet

Improvements are being planned for the "mosquito fleet" at the East end of Market St. in Charleston. Fishermen now using the dock to sell and unload fish will be housed in a city-owned building formerly occupied by the Terry Fish Co.

"Mary L." Wins Race

Confusion reigned in Beaufort recently when in a no-holds-barred race between six shrimp trawlers, one of the leading contenders ran in the wrong course and finished far ahead of the other five boats.

Judges finally awarded the first prize to the *Mary L.*, skippered by Stanley Lawson. Lawson, who cut all corners over the correct course, came in a mile ahead of his nearest competitor.

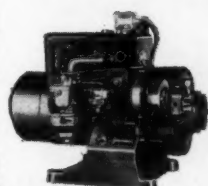
The race was held as a part of the town's annual sailing regatta and covered a distance of about 24 miles.

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Canadian Report

By C. A. Dixon

In July the sea-fisheries of Canada (not including Newfoundland) yielded a catch of 144,811,000 lbs., valued at \$8,792,000. These figures are higher by 13.7 and 22.8% respectively than those for July, 1949. Inclusion of the reported value of supplementary landings raises the total value to \$8,924,000.

Atlantic Coast landings of 111.0 million lbs. were 9.5% higher while the total value of \$3.2 million was 2.3% lower than in July of last year. This reflects the fact that increased landings of the cheaper varieties (sardines, herring etc.) were not great enough to offset the smaller catches of the more valuable species (cod, swordfish, salmon, etc.). However, both the cumulative totals, 428,040,000 lbs. and \$19,395,000, are higher than was the case for the same seven months of 1949. For these increases the lobster and halibut fisheries were mainly responsible.

In general the disposition of the catch on both coasts follows the trends established last year, with rather more emphasis on the production of frozen fillets of groundfish and flatfish.

Herring Plentiful

Not for many years has there been such a steady and prolific run of herring in the southern part of New Brunswick; in fact, there have been too many fish for the requirements of the sardine canneries on both sides of the border. The fish have been oversize for actual sardine requirements, although lately some fish have been caught in the St. Andrews Bay region which are smaller and more suitable for the packing of oil sardines.

Cans were used rapidly all Summer due to the swiftness with which the large fish could be packed. The fish, however, have been of excellent quality and of high food value, which should keep consumer demand active and steady.

Lately sardines in greater quantities have struck at Deer Island, one of the principal producing areas in Charlotte County. Weirmen are selling more of their catch to Maine factorymen than they did a month ago, and considerable quantities are being sold for fish meal, the latter at from \$3 to \$5 a hoghead. Good sardines bring \$12 a hoghead at the weirs, it is said, but the larger variety have to be sold at much lower prices.

Meanwhile, with the price of herring spiralling downward, smoking plants are busy putting up the cheap fish in quantities unheard of as long as the wartime demands for fresh shipments existed. Over one week-end some stands needed only 20 to 30 hogheads more to fill up smoking space.

Groundfish are also plentiful, so much so, in fact, that some buyers stopped purchasing from the fishermen until more storage and salting space could be found. A glut resulting from pollock and cod going into weirs early in the Summer and being seined up for sale at a low of 2c each, brought handline catches down in value.

Fillet Production Increases

Production of fresh and frozen fillets of cod in the Maritime Provinces of Canada during the first five months of this year has increased. Fillets of haddock and pollock also were heavily produced.

In Newfoundland, the production of cod and haddock fillets (9.8 million lbs.) for the first five months of 1950 also exceeded that of 1949.

June Sardine Catch Shows Gain

As was expected, official figures show that sardine production rose to new heights in June of this year. During the month 12,659 hogheads valued at \$179,000 were caught as compared to 3,039 hogheads valued at \$61,000 in June last year.

For the six months of this year the total catch of sardines amounted to 14,579 hogheads valued at \$226,000, as compared to 10,809 hogheads valued at \$218,000 in the first half of 1949.

Vineyard Bailings

By J. C. Allen

The Summer season, as it is generally figured, came to an end around the middle of the month in these bearings. Though swordfishing continues offshore, and may be likely to continue into September, the long-shore doings were flat as of August fifteenth.

The check-up of the season, all departments being considered, constitutes one of those curiosities that pop up every now and then afloat. The traps in this area did nothing during August. Hand-lining, usually followed by a number of the smallest craft, died a natural death before it really started. Lobstermen, who habitually set alongshore, hauled out their gear after a very short season and went looking for jobs ashore.

Big Fluke Year

Yet it is the God's truth that we haven't had a Summer in many a year that offered such promise for the future. First of all, this has been the biggest fluke year that any living fisherman can remember. There is no actual means by which an estimate can be made of the number of these fish taken. All we can say is that they kept the local fleet of draggers busy and a dozen or more strangers as well for a good part of the time.

Fluke is good stock, even if they run so small that it takes twenty to make a dozen, which is fortunate, because the heft of these fish were medium and small. And it is a cinch that the bottom is still paved in spots with fluke the size of a pair of mittens. Give 'em half a chance to grow, and the happy days will come again.

On the hard bottom, the small sea-bass are still running as thick as ship-chandlers in hell. That is why the hand-liners knocked off. These fish are too small to be of value in the market, yet they are so thick that they grab the bait before anything better can take it and thus ruin the trip.

We previously have mentioned the curious fact that the bluefish and lobsters, such as there were, also ran small for the most part. There has been no such amount of small marine life in these bearings for generations. What it may indicate the Lord only knows, but it certainly shows that some spawning has been going on successfully somewhere.

Swordfish Plentiful Offshore

The season, so far as the medium-sized dragger is concerned, has not been too good. Many of these lads knock off dragging to go for swordfish during the warmer months, and this was their program this year as well. All reports and findings indicate plenty of swordfish off-shore.

Occasional trips have grossed impressive figures, but the early Summer market for sword did not hold up as usual. Offhand, it seemed to us that the normal price for mid-August was hit about two weeks early.

Bluefish, which has not been regarded commercially, for many a year, came back this season in the greatest numbers known in years. Few of them ran over three pounds although occasional five and six-pound fish were taken, but in the pound to pound-and-a-half sizes, the sport-fishermen landed a great many.

Coincidentally or otherwise, these fish hung in the greatest numbers in the rips where men have taken them for centuries, but not all of the rips, which was a bit singular. Nobody attempted to pursue them except with party fishing boats, but it is easy to see that if such a thing as a cycle is beginning, these fish might help out the commercial program considerably in another year.

It is all somewhat puzzling, and perhaps our optimism is not warranted, but a fleet of pogie-steamers have operated in this general locality throughout the Summer. The best proof of their continued luck is the fact that they have remained. It does not seem as if the massing of great numbers of menhaden could continue without attracting schools of other varieties of fish, and this is another reason why it looks to us as if a change is due, undoubtedly for the better.

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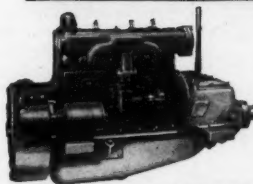


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*Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

FLOATS

New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FORD MARINE CONVERSIONS

Oscro Motors Corp., 36-27 Lawrence St. North, Philadelphia 40, Pa.

GENERATING SETS

The Buda Co., Harvey, Ill.

*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan

*Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.

*D. W. Onan & Sons, Inc., Minneapolis 5, Minn.

*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

GENERATORS

The Imperial Electric Co., Akron, Ohio.

*D. W. Onan & Sons, Inc., Minneapolis 5, Minn.

HOOKS

Bill DeWitt Div., Hook Mfrs., Auburn, N. Y.
O. Mustad & Son, Oslo, Norway.

*"Pfueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

ICE BREAKERS

Gifford-Wood, Hudson, N. Y.

LORAN

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

NETS

*W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

R. J. Ederer Co., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

A. M. Starr Net Co., East Hampton, Conn.

OIL-LUBRICATING

Esso Standard Oil Co., 26 Broadway, New York 4, N. Y.

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

*Socony-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

OIL-PENETRATING

*Advanced Marine Products Corp., 211 Northern Ave., Boston 10, Mass.

PAINTS

Amercoat Division, P.O. Box 3428, Terminal Annex, Los Angeles 54, Calif.

Hart and Burns Inc., Riverside, Calif.

Henderson & Johnson, Inc., Gloucester, Mass.

*International Paint Co., Inc., 21 West St., New York, N. Y.

Pettit Paint Co., Belleville, N. J.

*Pittsburgh Plate Glass Co., Pittsburgh, Pa.

Tarr & Wonson, Ltd., Gloucester, Mass.

POWER TAKE-OFFS

*Albina Engine & Machine Wks., 2100 N. Albina Ave., Portland, Oregon

PROPELLERS

*Columbian Bronze Corp., Freeport, N. Y.

Federal Propellers, Grand Rapids, Mich.

F. Ferguson & Son, 1132 Clinton St., Hoboken, N. J.

*Hyde Windlass Co., Bath, Me.

*Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS

*The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS

The Edson Corp., 49 D St., South Boston, Mass.

Marine Products Co., 515 Lycaste Ave., Detroit 14, Mich.

RADAR

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

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National Company, 61 Sherman St., Malden, Mass.

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

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Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

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Hudson American Corp., 25 West 43rd St., New York 18, N. Y.

Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.

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The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.

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Auto Engine Works, Inc., 333 A. North Hamline Ave., St. Paul, Minn.

Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

RUST PREVENTIVE

Sudbury Laboratory, Box 780, South Sudbury, Mass.

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Standard Dry Wall Products, Box X, New Eagle, Pa.

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Bethlehem Steel Co., Shipbuilding Division, East Boston 28, Mass.

Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

*Diesel Engine Sales Co., Inc., St. Augustine, Fla.

*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.

*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

SILENCERS

John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.

The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS

*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.

Hathaway Machinery Co., New Bedford, Mass.

WHISTLES

*Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

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Bodine & Dill (formerly Hettinger Engine Co.), Bridgeton, N. J.

Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.

Hathaway Machinery Co., New Bedford, Mass.

WIRE ROPE

*American Steel & Wire Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio

Bethlehem Steel Co., Bethlehem, Pa.

*John A. Roebling's Sons Co., Trenton 2, N. J.

Wickwire Spencer Steel Division, Palmer, Mass.

Sounding-Lead

(Continued from page 9)

in that its better than 4 million people have no funded debt and no property tax; the national treasury takes in 1 and 2 million dollars a day from the petroleum industry. (2) The combination of high dollar income plus low taxes and dependence on imported food products makes the country one of the more important South American outlets for our fishery products.

(3) In spite of the fact that the country exports sardines in quantity, this item leads canned fish imports from the United States, with salmon, tuna, and shrimp following in that order. In 1949, the value of canned fish imported from the U.S. was \$1,031,200. (4) Frozen foods are sparingly distributed; there is a prejudice against frozen fishery products except in the capital and in sections where there are numerous U.S. citizens.

PRICE CONTROL

Congressman William Bates of Massachusetts succeeded in convincing the House and Senate conferees of the "Defense Production Act of 1950" that this bill had no pricing provision to adequately protect the fishing industry. Union fishermen had pointed out to Bates that they would suffer if ceilings were placed on fish using the May 24 to June 24, 1950, base period because Gloucester had a shore plant strike during this period and prices there were depressed.

Bates' work is reflected in the report which reads as follows, in part: "In establishing ceilings on materials (including fish and fish commodities and the marketing and processing thereof) and services for which prices prevailing during the period from May 24, 1950, to June 24, 1950, inclusive, are not representative because of wage disputes or other causes, it is clearly understood that a representative period other than the period of May 24, 1950, to June 24, 1950, shall be selected in such cases in order that the ceilings established will reflect prices generally representative."

This action also was approved by the fish meal and oil industry, since the prices of their products were at their lowest during the period.

ECA PURCHASES

Two purchase orders of U.S.-produced canned fish have been authorized by the ECA recently. For Greece, an authorization of \$230,000 was made for canned fish, excluding canned shrimp, crab, lobster, and salmon. The purchases probably will be herring, pilchards, and mackerel.

For Belgium-Luxembourg, ECA has authorized \$200,000 for the purchase of U.S. canned fish, except shrimp, crab, and lobster. The purchases will probably all be salmon.

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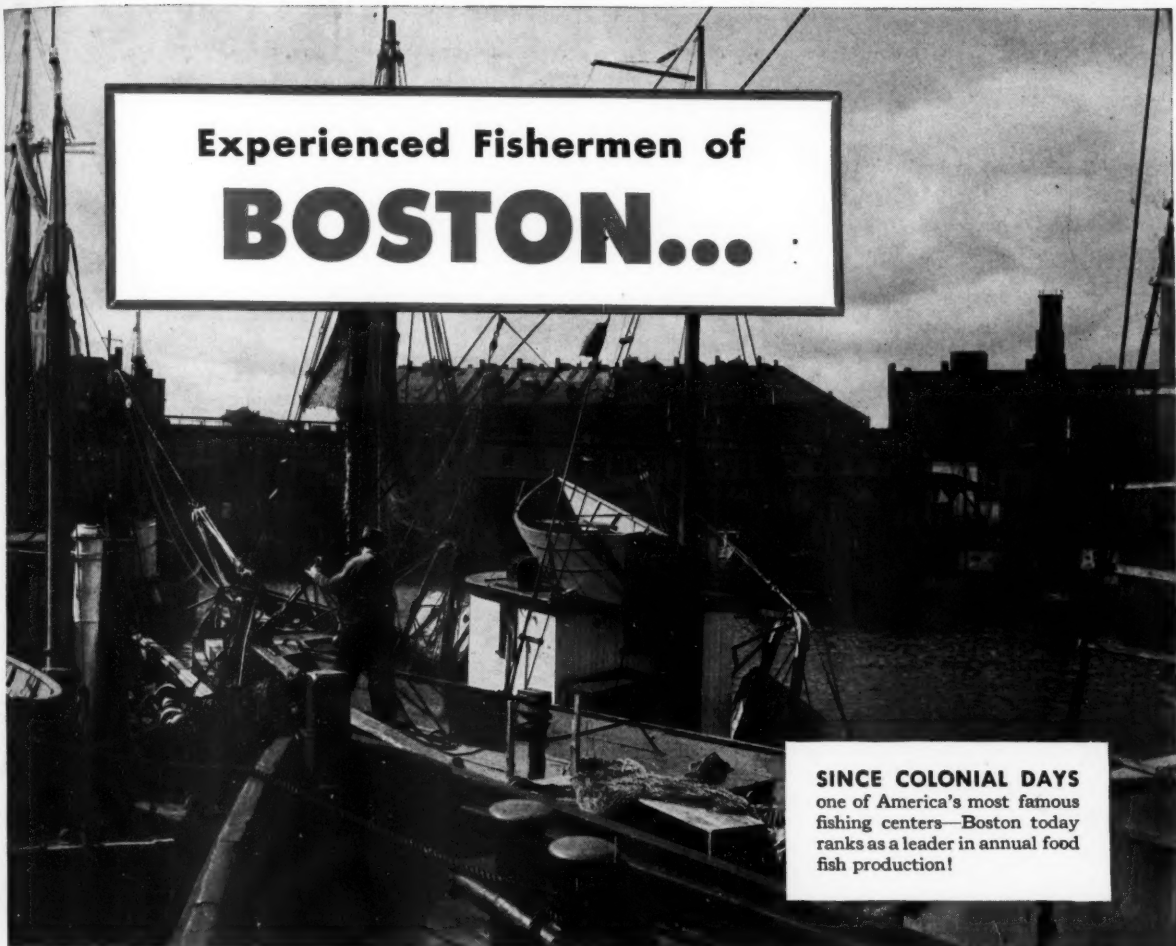
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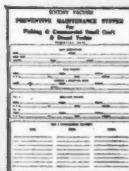
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